

**NOMINATIONS OF RICARDO MARTINEZ TO BE
NHTSA ADMINISTRATOR; CARRYE BURLEY
BROWN TO BE ADMINISTRATOR, U.S. FIRE
ADMINISTRATION; AND T.R. LAKSHMANAN TO
BE DIRECTOR, BUREAU OF TRANSPORTATION
STATISTICS**

Y 4. C 73/7: S. HRG. 103-529

Nominations of Ricardon Martinez to...

HEARING

BEFORE THE

**COMMITTEE ON COMMERCE,
SCIENCE, AND TRANSPORTATION
UNITED STATES SENATE**

ONE HUNDRED THIRD CONGRESS

SECOND SESSION

APRIL 21, 1994

Printed for the use of the Committee on Commerce, Science, and Transportation



U.S. GOVERNMENT PRINTING OFFICE

WASHINGTON : 1994

78-500 CC

**For sale by the U.S. Government Printing Office
Superintendent of Documents, Congressional Sales Office, Washington, DC 20402**

ISBN 0-16-044302-4

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THURSDAY, APRIL 21, 1994

U.S. SENATE,
COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION,
Washington, DC.

The committee met, pursuant to notice, at 10:05 a.m. in room SD-628, Dirksen Senate Office Building, Hon. Richard H. Bryan, presiding.

Staff members assigned to this hearing: Moses Boyd, senior counsel, Claudia A. Simons, staff counsel, and Rebecca A. Kojm, professional staff member; and Alan Maness, minority senior counsel, Sherman Joyce, minority staff counsel, and Emily J. Gallop, minority professional staff member.

OPENING STATEMENT OF SENATOR BRYAN

Senator BRYAN. Let me take this opportunity to welcome everyone to our hearing this morning on the nomination first of Ricardo Martinez to be Administrator of the National Highway Traffic Safety Administration.

NHTSA is charged with the responsibility of developing and enforcing vehicular safety standards, administering highway safety programs, and overseeing corporate average fuel economy standards for automobiles and light trucks.

As the debate on health care continues, whether in the halls of Congress or in town meetings across the country, we should not underestimate the important role that highway safety can play.

According to a report issued by NHTSA last year, traffic fatalities in 1992 cost our Nation \$137.5 billion, representing lost productivity, medical costs, property damage, insurance administration, and other related expenses.

Although the number of motor vehicle related fatalities reached a 30-year low in 1992 of 39,235, reflecting a significant accomplishment in highway safety, these deaths still represent an enormous loss for the individuals and families who lost a loved one in a motor vehicle crash.

In the last Congress, along with Senators Hollings, Danforth, Gorton, and McCain, I introduced legislation to reauthorize

NHTSA, which had been without formal authorization for almost a decade.

That bill was enacted into law as part of the Intermodal Safety Transportation Efficiency Act, known as ISTEA, and represents a major achievement for advocates of highway safety, including this Senator and my distinguished colleague, Senator Gorton, who played a key role in getting those provisions incorporated into ISTEA.

Significantly, ISTEA contains requirements for NHTSA to conduct rulemakings on numerous safety issues including airbag installation, antilock braking systems, improved rollover protection, side impact protection, safety belt design, and head impact protection.

With respect to airbags in particular, it cannot be disputed that these devices save lives. Where once accident victims could not have survived, with airbags many are now able to walk away unharmed. But the success of airbags also represents a new challenge for the agency, as it must address postairbag injuries such as those to the lower legs when the upper body is protected by an airbag.

With respect CAFE, Corporate Average Fuel Economy, recently I had occasion to meet with Vice President Gore to discuss various environmental issues, and I am supportive of the administration's efforts to address global warming and greenhouse gas emissions. The goal of increasing fuel efficiency, however, is complementary to these efforts, and NHTSA's role in this area is important.

NHTSA must be able to provide accurate and timely information to the Congress as the debate over CAFE continues. It is my understanding that there are only four full-time employees of NHTSA that address fuel economy issues, and I would ask the new Administrator to look into the matter to ensure that sufficient resources have been devoted to CAFE activities.

Just as enhancing motor vehicle safety is an important component of the health care debate, increased fuel economy is an integral piece of our Nation's environmental and energy strategies.

Turning to our nominee, I would point out that Dr. Martinez has an impressive medical background. Most recently he served as Associate Professor of Surgery and Emergency Medicine at Emory University School of Medicine, and prior to this he served in various positions at Stanford University School of Medicine.

In addition, Dr. Martinez has written extensively on medical issues, and his works have been published in numerous medical journals, magazines, and books.

I enjoyed having the opportunity to meet with him last year, and most recently just a week or so ago, and I look forward to hearing his testimony this morning.

Let me welcome you, Dr. Martinez. I see you are joined by a distinguished colleague of ours, Senator Breaux. But before calling upon either one of you, let me yield to my colleague and the ranking member of this subcommittee, my good friend from the State of Washington, Senator Gorton.

OPENING STATEMENT OF SENATOR GORTON

Senator GORTON. Thank you, Mr. Chairman. I have a formal statement which I am sure you will include in the record.

I simply want to add to your welcome to Dr. Martinez. Yesterday, I had the opportunity to meet him and to discuss both his past career and his ambitions for the National Highway Traffic Safety Administration.

I was overwhelmingly and favorably impressed. I think he will move into the job with great enthusiasm as well as with a real background and ability. As Administrator, he will move away from seeing the results of traffic accidents firsthand, and into the field of trying to save people, not one by one as individuals, by literally by thousands.

I think it is a happy appointment. I am delighted that Dr. Martinez is going to be in this job. And I will, of course, be delighted to support his nomination and get him on the job as quickly as possible.

[The prepared statement of Senator Gorton follows:]

PREPARED STATEMENT OF SENATOR GORTON

In October of 1992, the National Highway Traffic Safety Administration (NHTSA) increased its 1990 estimate of the annual cost of traffic crashes from \$74 billion to \$137.5 billion. This estimate reflects only the economic cost of crashes, which I am sure that Dr. Martinez, as an experienced emergency room physician, knows are only part of the story. Traffic accidents also lead to more devastating costs—the destruction of human lives. If the current trend continues, over the next 10 years, an estimated 400,000 people will be killed and over 5.2 million will be hospitalized as a result of highway crashes. These costs are too great. We must give the highest priority to efforts to improve highway safety.

NHTSA is the leading body in the United States in our efforts to improve highway safety. NHTSA's mandate of improving highway safety must be taken very seriously. As Administrator, Dr. Martinez would be coming to the agency at a critical point in its history. Instead of caring for patients already injured, Dr. Martinez will have the opportunity to work toward preventing traffic crashes. During the next two years, for example, the NHTSA Administrator will be called upon to lead us to decisions ranging from how to protect people from head injuries to whether we should require improved braking capacities for passenger cars and heavy trucks. If this Administrator makes wise decisions, he can prevent many injuries and deaths.

I look forward to today's hearing as an opportunity to hear how Dr. Martinez, as the NHTSA Administrator, would work to improve highway safety, and what steps he will take to achieve this goal.

Senator BRYAN. Thank you very much, Senator Gorton. Let me now defer to our colleague, Senator Breaux, who would like to introduce the nominee.

OPENING STATEMENT OF SENATOR BREAUX

Senator BREAUX. Thank you very much, Mr. Chairman, and Senator Gorton, and Senator Stevens, who was here earlier. I am very pleased to have the opportunity to present to the committee for confirmation Dr. Martinez who is, I think, extraordinarily qualified for the position of Administrator for the National Highway Traffic Safety Administration.

Dr. Martinez is a board certified emergency physician who has dedicated his entire professional career to improving trauma care and preventing injuries from car crashes.

Prior to his coming to Washington, Dr. Martinez was Associate Director of the Center for Injury Control at Emory University

School of Public Health, and also served as Associate Professor of the Division of Emergency Medicine.

Dr. Martinez also was an Assistant Professor of Surgery in Emergency Medicine and the Associate Director of Trauma Service at Stanford University Hospital in Stanford, CA.

For the past 8 years, Dr. Martinez has worked with various automotive injury control programs, including the Centers for Disease Control and the State of California, to develop plans for trauma systems and injury prevention.

He currently is chairman of the Trauma Care and Injury Control Committee of the American College of Emergency Physicians, and member of the board of directors of the Association for the Advancement of Automotive Medicine.

Dr. Martinez has been active in local and community-based injury prevention projects. He has written and developed educational programs on motor vehicle injuries for medical providers, and since 1988 has been the medical consultant for the National Football League for the Superbowl, focusing on emergency services, spectator care, and injury prevention.

Dr. Martinez is a native of our State, a native of New Orleans, LA. He received his undergraduate degree from Louisiana State University in Baton Rouge, and his medical degree from LSU School of Medicine.

He served as Chief Resident of Emergency Medicine at Charity Hospital in New Orleans, which I assure you is something that has provided a great deal of active professional experience in emergency medicine in that position.

I am very delighted to be able to add my voice to the recommendation of the President for Dr. Martinez' confirmation. He is extraordinarily qualified. I mean, this is the type of people we want in this position. He brings that experience to this very, very important position.

I would like also, Mr. Chairman, to introduce his wife, Robin Martinez, who is in the audience. We are delighted to have her.

Senator BRYAN. We are delighted to have you here this morning.

Senator BREAU. She a native of my home area of Lafayette, which is the heart of Acadiana. Her mother has a doctorate in English literature and teaches at the University of Louisiana. Her father, Robert Rosser, is a good friend of mine and an independent pharmacist back in my hometown.

Ms. Martinez herself has earned a master's degree in emergency and trauma nursing from the University of California at San Francisco, and she currently is a Clinical Nurse Specialist in Emergency Nursing at Piedmont Hospital in Atlanta.

So, this is a case where we get two good people, really, for one appointment because they both bring real professionalism to their knowledge and understanding of this very important position.

So, I enthusiastically recommend him for your consideration.

Senator BRYAN. Senator Breau, we appreciate very much your testimony in support of the nominee. I know that you have a schedule with several conflicts on it this morning. If you need to excuse yourself I am sure the nominee and his family and supporters will understand. We appreciate very much your being here this morning.

We are going to move out of sequence just a bit. Dr. Martinez, let me just ask you to remain in place. I am informed that the Honorable Eleanor Holmes Norton is here with us from the House, Washington, DC, and who wants a statement on behalf of the next nominee to be considered, who is Carrye Burley Brown, to be Administrator of the U.S. Fire Administration. And Ms. Holmes, excuse me, there she is—I did not note you.

Let me invite you to participate and to assure you that your comments will be incorporated into the record at the appropriate place.

**STATEMENT OF HON. ELEANOR HOLMES NORTON, U.S.
REPRESENTATIVE FROM WASHINGTON, DC**

Ms. NORTON. Thank you very much, Mr. Chairman. I want to say how much I appreciate your kindness, and to apologize to the first nominee. We have votes this morning on the floor, and I very much appreciate you taking me out of order.

Senator BRYAN. You are very welcome. We are delighted to have you here.

Ms. NORTON. I have only a few words to say about an excellent nominee. We are very proud, we in the District of Columbia, that President Clinton has nominated to be the U.S. Fire Administrator Carrye Burley Brown.

Now, Ms. Brown is a Texas native, but we claim her because for over 17 years she has lived in the District with her husband, Larry, and her children Xavier and Xenia.

She has both a master's and a bachelor's degree, and has done postgraduate work in England. She is steeped in fire safety and earthquake policy work.

Ms. Brown has served on the staff of the House Committee on Science, Space, and Technology for 16 years, and while there she has played a lead role in developing a number of national fire safety measures.

Ms. Brown has deep knowledge of the issues, which is augmented by a reputation for strong managerial and consensus building skills. I believe, Mr. Chairman, that you will find that President Clinton has found in Ms. Brown just the right qualities for this post at this time.

Again, I thank you very much, Mr. Chairman.

Senator BRYAN. We thank you very much for your testimony on behalf of the nominee, and recognize that you have those votes over there so you may excuse yourself as you need to do, and we thank you again for appearing here on behalf of the nominee.

Ms. NORTON. Thank you. We will see you in conference on the crime bill.

Senator BRYAN. I look forward to that. [Laughter.]

That is a note of optimism to conclude. Thank you very much.

Dr. Martinez, let me now yield to you for any opening statement that you care to make.

**STATEMENT OF RICARDO MARTINEZ, M.D., NOMINEE TO BE
NHTSA ADMINISTRATOR**

Dr. MARTINEZ. Thank you, Mr. Chairman, and thank you for the opportunity to appear before you today as President Clinton's nomi-

nee for Administrator of the National Highway Traffic Highway Safety Administration.

I am honored by the trust and confidence that the President and Secretary Peña have shown in nominating me for this important position.

Before I begin, I would like to introduce two of my three brothers, all of whom I am very proud of. Anthony J. Martinez is an otolaryngology surgeon in Orlando, FL. Tony's special gift is a sense of humor that he imposes on his patients. [Laughter.]

Matthew Martinez is an independent filmmaker and teaches film studies in New Orleans. Matthew currently has several documentaries on public television.

My oldest brother, Jorge, is a physician who is triple boarded in emergency medicine, internal medicine, and cardiology, and he is also a lawyer. [Laughter.]

Senator BRYAN. Was that suggested to diminish the forgoing qualifications? [Laughter.]

Dr. MARTINEZ. You know, I had not thought that far ahead. [Laughter.]

I would like to begin by briefly summarizing my professional background, and I share this administration's commitment to promoting the most effective and promising highway and motor vehicle safety efforts. And I believe my background and experience have prepared me for this new challenge.

Over the past 12 years I have gained insight into the human, the vehicle, the environmental, and the prevention sides of motor vehicle injuries. I started my career as an emergency medical technician. Actually, there were not even paramedics in those days, and continued working in the prehospital environment for another 10 years as an aeromedical helicopter physician.

During that time, I gained firsthand experience about the causes of automotive crashes, the forces involved, and what happens to vehicle occupants.

As an assistant coroner and a practicing emergency physician, I learned about the injuries resulting from these crashes, and began to teach younger physicians the relationship between the type of crash and the injury pattern sustained.

More importantly, perhaps, is that I realized the terrible consequences of major injury on the patients, their families, their friends, and the community.

Interested in physics, I studied motor vehicle crashes to better comprehend how they occur, the performance of a vehicle in a crash, and what happens to the occupant during a crash. I have worked with automotive and traffic safety engineers to better understand driver, roadway, and vehicle factors.

I studied crashes at the Accident Research Unit in Birmingham, England to increase my knowledge, and see what injury patterns occurred with belted occupants.

I have developed two courses that teach medical professionals these concepts, and help them to better care for their patients.

Trained to treat, as I matured professionally I began to realize that prevention is the real key to controlling the magnitude of injury. While clinicians have the opportunity to intervene during most disease processes, the induction of injury is swift and com-

plete. All we can try to do is minimize the damage that occurs. Therefore, prevention is our best option.

In my mind, effective prevention utilizes four basic tools—education and information, regulation and enforcement, technology and engineering, and economic incentives.

As a teaching physician, I have worked hard to develop a role for prevention in health care. I have developed model systems of health care that focus on prevention as well as treatment within a given population, and created training programs for medical professionals to help them fulfill this new role.

I feel confident that this background and experience will bring a valuable new perspective to NHTSA's work and help me meet the high goals set for NHTSA by this administration.

If confirmed as Administrator, I plan to renew and invigorate NHTSA to prepare it for the challenges of the next century. In addition, I will seek a comprehensive, cost-effective approach to problem injuries that unite human, vehicle, and environmental factors.

I hope the integrate this model into the current changes in health care so that over time continued savings of lives and health care dollars will be assured.

In closing, I want you to know how very much I look forward to working with this committee and with the Congress on the serious issues that face NHTSA.

Thank you for taking the time to schedule this hearing, and I will be glad to answer any questions you may have.

[The prepared statement, biographical data, and questions and answers of Dr. Martinez follow:]

PREPARED STATEMENT OF RICARDO MARTINEZ, M.D., F.A.C.E.P.

Mr. Chairman, Senator Danforth, members of the committee, thank you for the opportunity to appear before you today as President Clinton's nominee for Administrator of the National Highway Traffic Safety Administration (NHTSA). I am honored by the trust and confidence that the President and Secretary Peña have shown in nominating me for this important position.

BACKGROUND AND EXPERIENCE

I would like to begin by briefly summarizing my professional background. I share this Administration's commitment to promoting the most effective and promising highway and motor vehicle safety efforts, and I believe my background and experience have prepared me for this wonderful challenge.

Over the last 12 years, I have gained insight into the human, vehicle, environmental and prevention aspects of motor vehicle injuries. I started my medical career as an emergency medical technician, and continued for another ten years working in the prehospital environment as a Life Flight aeromedical physician. During that time, I gained first-hand experience about the causes of automotive crashes, the forces involved, and what happens to vehicle occupants when that energy release occurs. As an assistant coroner and a practicing emergency physician, I learned about the injuries resulting from these crashes and began to teach young physicians the relationship between the type of crash and the injury pattern sustained. More importantly, perhaps, is that I realized the terrible consequences of major injury on the patients, their families, their friends, and the community.

Interested in physics, I studied motor vehicle crashes to better comprehend how they occur, the performance of the vehicle in a crash, and what happens to the occupant. I have worked with both automotive and traffic safety engineers to better understand driver, roadway, and vehicle factors. I studied at the Accident Research Unit in Britain to increase my knowledge and to see what injury patterns occurred with belted occupants. I have developed two courses that teach medical professionals these concepts and help them to better care for their patients.

Trained to treat, I began to realize as I matured professionally that prevention is the key to controlling the magnitude of injury in society. While clinicians have

the opportunity to intervene during many disease processes, the induction of injury is usually swift and complete. All we really can do is try to minimize the damage. Therefore, prevention is our only good option. As a teaching physician, I have worked hard to develop a role for prevention in health care. I have developed model systems of health care that focus health care resources on injury prevention within a given population and created training programs for medical professionals to help them fulfill this new role.

Mr. Chairman, I feel confident that my background and experience will bring a valuable new perspective to NHTSA's work as well as help me meet the high goals set for NHTSA by this Administration. If confirmed as Administrator, I plan to renew and invigorate NHTSA and prepare it for the challenges of the next century. In addition, I will seek a comprehensive cost-effective approach to problem injuries that unites human, vehicle and environmental factors. I hope to integrate this model into the current changes in health care so that, over time, continued savings of lives and health care dollars will be assured.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

NHTSA exists, today, because in 1966 President Lyndon Johnson and the Congress, led by Senator Warren Magnuson and this committee, developed and enacted Federal motor vehicle and highway safety laws to prevent an escalating national tragedy of highway crashes and their resulting deaths and injuries.

Despite great progress in motor vehicle and highway safety in the following years, in 1993 more than 39,000 Americans were killed on our roads and highways and approximately 5 million more were injured. This is why the President and Secretary Peña believe NHTSA's mission of saving lives and reducing injuries is such a high priority of the Department of Transportation.

I share this belief in the importance of NHTSA's safety mission. If confirmed, I intend to use the agency's resources effectively to carry out its responsibilities.

In particular, I want to stress that I will make every effort to meet all statutory mandates in a timely manner. This means completing the safety rulemaking initiatives this committee incorporated in the Intermodal Surface Transportation Efficiency Act of 1991 as well as all other congressional directives.

I also will ensure the effectiveness of NHTSA's programs for enforcing safety standards and securing the recall and remedy of defective vehicles and equipment. These programs are vital to the public's safety and must be vigorously carried out.

NHTSA plans and leads the nation's highway safety program. Strengthening this program must be among the agency's highest priorities. This means working harder with State and local governments and other entities to help instill a strong sense of personal responsibility for safety among the nation's drivers and pedestrians. Only by having effective educational and enforcement activities at the State and community level can further gains be made in such critical areas as safety belt use and drunk driving prevention.

Other efforts I will pursue include a vigorous research program, improvements in data collection and analysis, and the development of regulatory and other programs now underway promising advances in motor vehicle technology and increases in public safety: Intelligent Vehicle/Highway Systems; the National Advanced Driving Simulator; and rulemaking for heavy truck braking, head impact protection, rollover, and child safety seats.

At the same time, I will ensure that NHTSA uses its other powers effectively. The agency's automotive fuel economy and consumer protection and information programs must not be allowed to lag.

Currently, our nation is benefiting from advances in vehicle and highway safety engineering and from changing attitudes about safety belt use and drunk driving. While these areas will continue to be the main source of future benefits, we are seeing new developments in automobile injury patterns that require a broadening of our safety focus. For example, now that the head and torso are better protected by lap-shoulder belts and air bags, more people are surviving crashes. One consequence of this success is that the need to protect against non-fatal injuries has become more important.

NHTSA has examined the lifetime economic cost of motor vehicle crashes and has found that, for 1990, they cost the nation \$137.5 billion. While about one-third of this cost was due to property damage, the remaining two-thirds was due to lifetime productivity losses, medical costs, and other economic consequences of injury and death in motor vehicle crashes.

Motor vehicle injuries are a major public health problem. They are the primary cause of death for Americans between the ages of 5 and 34, the primary cause of

death due to injuries of any kind, and the fifth leading cause of death overall. They account for health care costs of over \$14 billion each year.

Until recently, the emphasis in motor vehicle and highway safety has been on preventing death, not on preventing injuries. Yet for every motor vehicle fatality there are about 120 non-fatal motor vehicle injuries. In 1990, the aggregate cost of these non-fatal injuries was 2.2 times greater than the aggregate cost of motor vehicle fatalities.

NHTSA's safety mission is to achieve a healthier country. Through that mission, the agency helps reduce expenditures in health care. In the detached language of economics, each serious injury prevented saves \$35,000 in health care costs.

To make a greater contribution to health care cost reductions in the years ahead, NHTSA must intensify its focus on crash and injury prevention without lessening its focus on saving lives. It also must work harder with governmental and private organizations to encourage enactment and enforcement of traffic laws and related educational activities. Safety belt and child safety seat use laws, comprehensive anti-drunk and drugged driving laws, motorcycle and bicycle helmet use laws—all represent health care reform already happening, already reducing deaths and injuries and saving millions in health care dollars.

As a trauma service administrator and an emergency physician, I know from personal experience the effect that highway crashes, injuries and fatalities have on our health care system. Each year, thousands of people are brought to hospital emergency rooms because they failed to use safety belts or wear motorcycle or bicycle helmets. Such unnecessary costs are an enormous burden on our limited health care resources.

To achieve NHTSA's safety and health care goals, the agency must use its limited resources to focus on activities that will lead to the greatest reductions in deaths and injuries. Under Secretary Peña's leadership, NHTSA is intensifying its efforts in two of these areas—safety belt use and drunk driving prevention.

For safety belt use, the Secretary has set a national use-rate goal of 75 percent by 1997. For drunk driving prevention, the goal is to reduce the percentage of alcohol-related traffic deaths to 43 percent of total traffic deaths and related injuries by a proportionate amount. The agency estimates that meeting these two goals would save nearly 3,000 lives and reduce health-care costs by \$1 billion each year.

I am optimistic that NHTSA will exceed these goals and, in the process, help the President bring health care costs under control. As an administrator of automotive injury prevention and control programs, I understand the importance of making the best use of limited resources. I also know how important it is to work hardest on activities that promise the greatest reductions in death and injury.

In closing, I want you to know how very much I look forward to working with this committee and with the Congress on the serious issues that NHTSA faces. Together, I am confident that we can build on the progress of the past and achieve further reductions in motor vehicle deaths and injuries at a time when reducing health care costs, which include the high costs of motor vehicle crashes, is a national priority.

Again, thank you for taking the time to schedule this hearing. I would be glad to answer any questions you might have.

BIOGRAPHICAL DATA

Name: Martinez, Ricardo; address: 1054 Robin Lane, NE, Atlanta, GA 30306; business address: Emory University School of Public Health, 1462 Clifton Road, NE, Atlanta, GA 30322.

Position to which nominated: Administrator, National Highway Traffic Safety Administration; date of nomination: February 23, 1994.

Date of birth: March 15, 1955; place of birth: New Orleans, LA.

Marital status: Married; full name of spouse: Robin Rosser Martinez; names and ages of children: None.

Education: *Undergraduate*: University Oesterreich, Salzburg, Austria, 1973; and Louisiana State University, Baton Rouge, Louisiana, 1973–76. *Medical*: Louisiana State University School of Medicine, New Orleans, Louisiana, 1976–80, MD, 1980. *Internship*: Lafayette Charity Hospital, Lafayette, Louisiana, 1980–81. *Residency*: Charity Hospital at New Orleans, Louisiana State University School of Medicine, Emergency Medicine Residency Program, 1983–85; Co-Director, Resident EMS/Helicopter Transport Program Acadian Ambulance Service, Inc., Lafayette, Louisiana, 1983–85; Assistant Police Surgeon, New Orleans Police Department, 1983–85; Assistant Coroner, Orleans Parish Coroner's Office, 1983–85; Chief Resident, Emergency Medicine Residency, Louisiana State University School of Medicine at Charity

Hospital, 1984–85; and Resident Representative, Committee on Trauma, American College of Emergency Physicians, 1984–85. *Fellowship*: Visiting Fellow, Accident Research Unit, Center for Automotive Engineering, University of Birmingham, Birmingham, U.K., 1989 (Spring).

Employment: 1981–83, Opelousas General Hospital, Opelousas, LA, Director, Emergency Services; 1981–83, Saint Landry Emergency Associates, Lafayette, LA, Director, Saint Landry Emergency Associates; 1985–87, Stanford University School of Medicine, Stanford, CA, Clinical Instructor, Department of Surgery; 1985–87, Director, Base Station; 1985–87, Stanford University Medical Center, Stanford, CA, Director, Advanced Life Support Program, Division of Emergency Services; 1985–91, Stanford University Medical Center, Division of Emergency Services, Stanford, CA, Physician Specialist; 1985–91, Stanford University Medical Hospital, Stanford, CA, Associate Medical Director, Division of Emergency Services; 1986–91, Stanford University Hospital, Stanford, CA, Clinical Director, Emergency Department; 1987–90, Stanford University School of Medicine, Stanford, CA, Clinical Assistant Professor, Department of Surgery; 1990–93, Stanford University Hospital, Stanford, CA, Associate Director, Trauma Service; 1990–91, Stanford University School of Medicine, Stanford, CA, Clinical Associate Professor, Department of Surgery; 1991–93, Stanford University Hospital, Stanford, CA, Acting Medical Director, Medical Transport Program; 1991–93, Stanford University Medical Center, Stanford, CA, Assistant Professor of Surgery/Emergency Medicine; 1993–present, Emory University School of Medicine, Atlanta, GA, Associate Professor, Emergency Medicine/Surgery, Division of Emergency Medicine, Department of Surgery; and 1993–present, Emory University School of Public Health, Atlanta, GA, Associate Director, Center for Injury Control.

Government experience: 1990–May 1994, Injury Research Grant Review Committee, Centers for Disease Control, Division of Injury, Epidemiology and Control; 1990–92, Member, Panel on Acute Care Trauma Systems, Center for Disease Control; 1992, Traumatic Head Injury Guidelines Drafting Group, National Center for Injury Prevention and Control; 1985–87 Medical Review Committee, Santa Clara County; 1985–87, Physician Emergency Committee, San Mateo County; 1986–92, Mass Casualty Committee, Santa Clara County; 1988, Trauma System Site Survey Consultant, Emergency Services, State of Nevada; 1990–93, Injury Control Advisory Task Force, State of California, Department of Health Service; 1990–93, Trauma Audit Committee, Santa Clara County; 1991–92, Medical Consultant, California State Fair Authority, Sacramento, CA; 1991–93, Trauma Triage Committee, Santa Clara County; and 1992–93, Prevention Subcommittee Emergency Medical Services Authority, California Department of Health Services.

Political affiliations: None.

Memberships: 1981–85, Louisiana-American College of Emergency Physicians; 1981–present, American Medical Association; 1981–present, American College of Emergency Physicians; 1983–11/93, American College of Sports Medicine; 1983–85, Emergency Medicine Residents of Louisiana; 1983–86, Flying Physicians Association; 1983–88, Emergency Medicine Residents Association; 1985–present, Society of Academic Emergency Medicine; 1985–93 California-American College of Emergency Physicians; 1986–present, Society of Automotive Engineers; 1986–present, Association for the Advancement of Automotive Medicine; 1986–present, Royal Society of Medicine, London (Fellow–92); 1986–93, California Medical Association; 1986–93, Santa Clara County Medical Society; 1989–92, Board of Directors, Advocates for Highway Safety Washington, D.C.; 1990–present, Affiliate Faculty, Center for Prehospital Research and Training, University of California, San Francisco; 1991–93, Consultant, American Board of Sports Medicine, Inc., Atlanta, GA; 1992–93 Air Medical Physicians Association—Founding Member; 1992–present, Oral Examiner Panel, American Board of Emergency Medicine (Inactive Member); 1993–present, Board of Directors, American Trauma Society Washington, D.C.; and 6/89–present, Johns Hopkins University—Advisory Board Member.

Honors and awards: 1993, Injury Prevention Award, California Chapter American College of Emergency Physicians; and 1993, First pitch—San Francisco Giants versus Florida Marlins Traffic Safety Day at Candlestick Park.

Published writings: [A list of articles, book chapters, book reviews, monographs, abstracts, and patents held may be found in the committee's files].

PREHEARING QUESTIONS ASKED BY THE MAJORITY AND ANSWERS THERETO BY DR.
MARTINEZ

Question. If confirmed, what will be your general philosophy with respect to regulation of the industry? How will your personal beliefs in this area shape the overall administration of the agency?

Answer. I tend to focus more on issues and how to solve them and less on entrenching into a defined position. Regulatory issues test our ability to attain a consensus solution by working with as many interested parties as possible to solve them.

Secretary Peña has indicated his strong desire that DOT's agencies work cooperatively with the industry. Working cooperatively, however, does not mean that NHTSA just does what the industry wants. NHTSA's job is to serve as a fair and impartial judge of the most effective means of improving motor vehicle safety and to meet the agency's other statutory responsibilities. If confirmed, I will ensure that NHTSA is effective in balancing the interests of all parties. NHTSA will not promulgate regulations solely for the purpose of regulating the industry, nor will it shrink from issuing regulations that are needed and that address those needs effectively.

Question. As a physician, you bring a different perspective to the agency. How do you believe your medical background will shape your agenda? What will be your specific priorities for NHTSA in the near future?

Answer. My medical background has been in emergency medicine, including some unique experiences at the Accident Research Unit in Great Britain and as a Life Flight aeromedical physician in California. Over the last 12 years, I have gained insight into the human, vehicle, environmental and prevention aspects of motor vehicle injuries. During that time, I gained first-hand experience about the causes of automotive crashes, the forces involved, and what happens to vehicle occupants when that energy release occurs. As an assistant coroner and a practicing emergency physician, I learned about the injuries resulting from these crashes and taught young physicians the relationship between the type of crash and injury pattern sustained. As a result, I have first-hand knowledge of the tragedy motor vehicle crashes can inflict on individuals, families, and communities.

This background has taught me that prevention is the key to controlling the magnitude of injury in society. While clinicians have the opportunity to intervene during many disease processes, the induction of injury is usually swift and complete. Since all we really can do with injuries is try to minimize their damage, injury prevention is our only good option. I believe this focus will help me to achieve a comprehensive cost-effective approach to problem injuries that unites human, vehicle and environmental factors. I hope to integrate this model into the current changes in health care so that, over time, continued savings of lives and health care dollars will be assured.

If confirmed, my specific priorities for NHTSA in the near future will include: rejuvenating the agency's direction through a strategic planning process; expanding the range and impact of the agency's safety messages and information; demonstrating the clear relationship between motor vehicle injury costs and increasing health care costs to the transportation sector; strengthening existing alliances and developing new strategic alliances for promoting injury control and prevention programs related to traffic safety; providing technical assistance to transportation-related constituencies regarding motor vehicle worksite injury prevention programs; providing feedback in the development and improvement of prevention programs; enhancing the timeliness and visibility of the agency's rulemaking process, moving it closer to the agency's customers; increasing the opportunities of data collection and data linkages to better identify injuries and the mechanisms of injury causation; continuing the study of injury mechanisms; and reevaluating the role of the agency's regions to empower them to respond better to the needs of the agency's customers.

Question. With respect to child passenger safety, what new initiatives, if any, would you propose or like to see implemented by NHTSA?

Answer. If confirmed, I would ensure that NHTSA takes several new rulemaking and program initiatives in child passenger safety.

In rulemaking, I see three new initiatives. First, the agency should continue to do all it can to address the interaction of rear-facing infant restraints and air bags. For vehicles with rear seats, NHTSA published rules requiring that new rear-facing infant restraints and new vehicles be labeled with the warning that rear-facing infant restraints should not be used in the front seat of vehicles equipped with an air bag. The media widely reported Secretary Peña's two major announcements of this warning, and NHTSA should continue to ensure that every American receives this warning.

Second, because this warning does not apply to vehicles like pickup trucks that have no rear seat in which to place a rear-facing infant restraint, NHTSA should address this issue separately.

Third, because some manufacturers have announced their intention to provide air bags for side-impact protection, NHTSA should determine whether such devices could pose a problem for child passenger safety.

Finally, I also would ensure that NHTSA completes, as soon as possible, the two rulemakings it now has underway: (1) an ISTEA-mandated rulemaking (scheduled to be completed not later than the end of July 1994) to allow belt-positioning booster seats, using a vehicle's lap and shoulder belt system; and (2) a proposal to include additional sizes of child compliance test dummies and the specification of dummy selection, based on the manufacturer's recommended weight and height of child restraint users.

In the program area, my focus would be on strengthening the agency's efforts to encourage the correct use of child safety seats. The gross, improper use of safety seats is conservatively estimated to be about 30 percent. When properly used, safety seats are more than 70 percent effective in preventing deaths and 50 percent effective in preventing serious injuries among children involved in crashes. In 1992, for example, NHTSA estimates that nationally, the universal and proper use of these seats could have prevented 455 deaths and about 50,000 serious injuries.

Question. Do you envision a role for NHTSA in the overall health care debate? If so, please discuss what type of role might be appropriate for the agency.

Answer. I believe NHTSA is in a unique position to play a major role in the overall health care debate, principally in the area of injury prevention and control. The agency's historical role in injury prevention fits squarely with the prevailing movement towards wellness and health promotion. Much of today's efforts are based on the pioneering work of NHTSA. A recent report by the Centers for Disease Control underscored that NHTSA's comprehensive approach was cost-effective in reducing death and disability. Through its efforts in public education, enforcement and engineering, NHTSA continues to act to reduce the number and magnitude of injuries, and to build community-based prevention programs.

Motor vehicle injuries are a significant burden to us as individuals and to the Nation as a whole. These injuries are the primary cause of death for Americans between the ages of 5 and 34, the primary cause of death due to injuries of any kind, the fifth leading cause of death overall, and the primary cause of occupational deaths. Each year they cost the Nation more than \$137.5 billion in lifetime economic costs, cost business more than \$40 billion, and burden our health care system with an expenditure of \$14.7 billion for medical treatment.

NHTSA's analysis of the annual expenditure of \$14.7 billion to treat injuries from motor vehicle crashes shows that more than a quarter of these expenses are borne by the American taxpayer as part of the Medicaid and Medicare programs. Such unnecessary costs are an enormous burden on our limited health care resources.

NHTSA is in an excellent position to expand its leadership role in injury prevention to serve as a focal point for addressing injury prevention in the debate on health care reform. NHTSA also is in an excellent position to develop strategic alliances and foster collaboration among various parties, such as health care providers, business and industry, managed care groups and education officials. Such alliances and collaborations can be used as a springboard to develop injury prevention programs throughout the United States.

Finally, but by no means least, NHTSA's safety programs help the Nation reduce expenditures in health care. These programs encourage the enactment and enforcement of traffic laws and related educational activities. Safety belt and child safety seat use laws, comprehensive anti-drunk and drugged driving laws, motorcycle helmet use laws—all represent health care reform already happening, already reducing deaths and injuries and saving millions in health care dollars.

Question. The Administration's requested budget for Emergency Medical Services was less than \$1 million. As someone with a background in emergency trauma, do you believe that this is an appropriate allocation of resources? If you are confirmed, would NHTSA play a greater role in this area?

Answer. Emergency Medical Services (EMS) is an important part of injury control, a three-phase comprehensive approach to minimize the effects of injury on society. These three phases are prevention, acute care, and rehabilitation. I am not in a position at this time to evaluate the agency's budget request for its EMS activities. If confirmed, I can assure you that when the agency develops its FY 1996 budget request, its EMS request will be balanced appropriately against its other competing needs.

If confirmed, I especially plan to evaluate NHTSA's EMS activities in injury prevention; rural EMS, where 75 percent of the Nation's motor vehicle deaths occur;

and, the assessment of State EMS programs. The purpose of this evaluation will be to determine whether the agency's efforts in these areas, and the resources devoted to them, require any changes to meet the agency's statutory responsibilities.

I also would like to note that NHTSA initiated the Federal role in EMS over 25 years ago, pioneering the development and enhancement of EMS systems nationwide under its highway safety grant program. To ensure the successful implementation of these EMS systems, the agency coordinated its EMS activities with other agencies that have specialized interests in EMS, established national EMS training guidelines, and demonstrated data linkages between EMS, police, and hospitals for program evaluation. These achievements have given NHTSA's EMS program tremendous credibility. I feel strongly that NHTSA can build on its EMS accomplishments and make important contributions in this area in the future.

Question. As you know, the Intermodal Surface Transportation Efficiency Act (ISTEA) mandated various rulemakings to be conducted by NHTSA. If confirmed as Administrator, will you be committed to meeting the remaining deadlines? When will a final rule for a vehicle rollover performance standard be completed? Will the agency be able to meet the required statutory deadline of August 1994 for completion of a side impact protection rulemaking? Will NHTSA be able to meet the January 31, 1995, final rule requirement for improved head injury protection?

Answer. Secretary Peña has made it very clear in his instructions to the Department's managers that meeting statutory deadlines in the regulatory area is one of his top priorities. If confirmed, I will make the completion of mandated rulemakings a top priority, ensuring that NHTSA does its utmost to adhere to legislated deadlines.

ISTEA's March 1994 deadline for final action on rollover protection in passenger cars, light trucks, and multipurpose vehicles passed last month. However, NHTSA expects to publish a notice very soon that will satisfy this ISTEA mandate.

The agency expects to meet ISTEA deadlines for side impact protection and head impact protection. If confirmed, I will make the prompt completion of these and any other mandated rulemakings a top priority.

Question. What is your general view of the role NHTSA should play in providing information to consumers on motor vehicle cost and safety-related issues? Specifically, please provide your views on the following: (A) S. 1848, the Automobile and Minivan Bumper Improvement Act; (B) the benefit of providing New Car Assessment Program (NCAP) data to consumers and the appropriate form for such disclosures; (C) methods to improve the dissemination of recall information to consumers; and (D) providing information to consumers regarding the appropriate use of anti-lock brakes.

Answer. As a general matter, NHTSA's role in providing safety and cost savings information to consumers is defined under two different statutes: the National Traffic and Motor Vehicle Safety Act of 1966, for safety information, and the Motor Vehicle Information and Cost Savings Act, for cost savings information. If confirmed, I will ensure that both of these informational responsibilities are carried out as provided by law.

In the safety area, I view the agency's timely and wide dissemination of information as absolutely vital, since this information not only makes consumers aware of highway and motor vehicle-related dangers but recommends what actions they should take to avoid any dangers. In the cost savings area, I believe that consumer information, while clearly less urgent than safety information, can help people make more informed decisions.

We are fortunate to have a marketplace, today, where consumer demand for automotive safety information has never been higher. NHTSA is committed to providing the consumer with a variety of information on safety and other automotive topics within its jurisdiction. The agency is especially concerned to present this information in a simple, user-friendly format. If confirmed, I plan to have NHTSA's Office of Public and Consumer Affairs review the agency's safety and consumer information programs, to see what can be done to increase the quality of the materials it provides to the public. In addition, I plan to initiate a major effort to increase public awareness of the agency's toll-free Auto Safety Hotline (800-424-9393), making it easier for consumers to report problems and request information.

(A) On S. 1848, "the Automobile and Minivan Bumper Improvement Act," if confirmed, I can promise a close review of the bill's requirements for a 5-mph bumper for passenger cars and minivans and for labeling passenger cars and minivans with bumper impact capability information. NHTSA's legislative positions must be approved by the Department and the Office of Management and Budget. I will, of course, participate fully in the Administration's discussion and decisionmaking on this bill, but I am unable at this time to tell you what that decision will be.

(B) The New Car Assessment Program (NCAP) provides two basic benefits: (1) it gives consumers relative crash projection information provided to front-seat occupants, using all of the vehicle's occupant protection equipment—belts, air bags, or a combination of both; and (2) it motivates car makers to improve the crash protection of their vehicles. West results are reported in a range of one to five stars, with five stars indicating the best protection for vehicles within the same weight class. In a December 1993 report to Congress on the NCAP program, NHTSA provided statistics demonstrating that cars ranked high in NCAP tests correlated with the "real world" reduction in fatality risks.

The appropriate form for NCAP data is a matter of ongoing concern to NHTSA. The agency developed and implemented its current "star-rating system" as a consequence of this concern, and has plans to continue in its effort to present NCAP data in a form that is concise and non-technical to increase its usefulness. If confirmed, I would ensure that NHTSA continues to review and seek public guidance on the most appropriate form for NCAP data and other safety-related information.

(C) In March of this year, NHTSA submitted two comprehensive reports to Congress dealing with methods to improve the dissemination of recall information to consumers. The first report was on the agency's child safety seat recall efforts, and the second on the agency's plan to improve noncompliance and recall rates. Both reports discuss measures the agency is taking to increase consumer awareness of safety recalls and the importance of having the recall repair work performed.

I strongly support the agency's plans, described in these reports, to improve the dissemination of recall information and increase recall completion rates. If confirmed, I will ensure that the agency not only follows through with these plans but also takes any other appropriate actions, including issuing any needed regulations.

(D) Although NHTSA has published a public information bulletin on the proper use of antilock brakes, several recent studies have shown that many drivers do not understand how to use these brakes. Since about 43 percent of 1993 model cars were equipped with antilock brakes, it is clear the agency should take additional steps to see that drivers who use antilock brakes are better informed about their appropriate use.

One brief example may help to show the importance of the need for better consumer information on the appropriate use of antilock brakes. Drivers who use regular brakes are trained to pump their brakes to avoid a skid on slippery roads. This procedure, however, does not work with antilock brakes, which should never be pumped. The "pumping" is what the antilock technology does automatically—many times a second. It is firm, continuous pressure on the brake pedal that activates antilock brakes.

Question. What direction do you believe NHTSA should take with respect to formulating an approach toward fuel economy standards in the future? Do you have any comment on the recent decision by NHTSA to require improvements in light truck and van fuel economy by only 0.1 mile per gallon for 1996 and 1997 vehicles?

Answer. NHTSA must implement the existing fuel economy law until it is changed by Congress. Without changes to that law, the agency is required to balance the existing law's four criteria for setting standards: (1) technological feasibility; (2) economic practicability; (3) the effect of other Federal motor vehicle standards on fuel economy; and (4) the need of the Nation to conserve energy.

Improvements in fuel economy are being addressed by the Administration using several different, but complementary, approaches. I believe that any direction NHTSA may take with respect to formulating an approach toward these standards in the future needs to be made within the context of these Administration initiatives.

First, the Administration indicated in its "Climate Change Action Plan," presented in October 1993, that it would begin a one-year effort to identify policy options to reduce greenhouse gas emissions from cars and light trucks to 1990 levels by the early 21st century. This effort, informally referred to as "Car Talk," is being led by three White House offices—the National Economic Council, the Office of Science and Technology Policy, and the Office on Environmental Policy—in consultation with other relevant agencies of the Federal government. The goal of the Administration's "Car Talk" effort will be to develop a consensus among major stakeholders on the most cost-effective policy options to return these greenhouse gas emissions to 1990 levels within certain time frames. DOT's Office of the Secretary and NHTSA are participating in this process.

In addition, the Administration established a research and development partnership with the domestic auto industry, the "Partnership for a New Generation of Vehicles" (PNGV), in September 1993. PNGV's overall goal is to develop " * * * vehicle technologies that can, over the long-term, eliminate the impact of cars and light trucks on the environment and reduce U.S. dependence on imported petroleum

while at the same time providing Americans the performance, comfort, and increasing safety they have come to expect from American automobiles." NHTSA also is represented in this process.

I understand it to be the agency's view that a light truck fuel economy standard of 20.7 mpg for model years 1996 and 1997 was the most that could be achieved under the statutory criteria, but I have not had opportunity to review the details of NHTSA's decision and thus have no comment at this time. I would hope that the ANPRM covering model years 1998-2006, released simultaneously with the standards for model years 1996 and 1997, will prove to be a constructive means of setting future fuel economy standards for light trucks.

Question. Do you believe fuel efficiency and highway safety are compatible goals? *Answer.* Although highway safety is NHTSA's top priority, the agency also is charged with responsibility for the fuel efficiency of passenger cars and light trucks. I believe NHTSA should use its expertise to find ways, when possible, to improve both highway safety and fuel efficiency without compromising either. I am aware that some have seen tension between these goals, and I will make it a priority to examine this issue closely.

Senator BRYAN. Thank you very much, Dr. Martinez. I agree that you bring to this position an extraordinary background. We are delighted to see that.

You and I have had occasion to talk a couple of times about matters that are of concern to me. As you know, Senator Gorton and I were fortunate in the ISTEA negotiations to have that airbag provision incorporated into the legislation. And, indeed, the automakers are beginning in larger numbers each year to include the dual airbag system that is required ultimately.

There are some instances, rare but nevertheless some, in which the deployment of that airbag can create problems for infants in rear-facing infant seats or child seats. And there are a number of proposals that have been suggested, as I understand, in terms of the options that might be available to correct that.

One is that you can disengage the system with something like an on-or-off switch, and there has been some indication that perhaps the agency might consider that.

Let me share with you that I have some concerns about that approach, and I want to ask you to respond in terms of the other options that might be available, and what preliminary thoughts you might have in terms of other ways in which we can address this problem.

Dr. MARTINEZ. Well, with regards to the airbags, I am glad to see that the manufacturers and the public themselves are very interested in having airbag on board. That has been a long road to get that into the vehicles, and I think there needs to be more understanding in the general public what an airbag can and cannot do.

What we are beginning to learn as they come into the environment is how they interact with the occupants, and one of those groups of occupants is the child in the rear-facing child safety seat.

I am very interested in learning more about that issue. I have to tell you at this point in time that I have not been able to sit down for a full briefing on that.

You are correct in that one of the issues being discussed is to be able to turn the airbag off. That is not a simple solution. There are a lot of issues involved in that.

Do you have it come on automatically and do you have to turn it off each time? What happens if someone forgets to leave it off? Does that mean people will put the baby in the front seat when you

really want to put them in the back seat to begin with? So, I really need to learn more about this to balance it.

The second issue with airbags and the rear-facing seat has to do with the light trucks in which there is no rear seat to put the child.

So, all of these are issues that I would put high on my list and look at as soon as I am confirmed, if that occurs.

Senator BRYAN. Well, I would hope that you would at least very carefully review what other options are available before making any judgment in terms of your own action.

Let me just ask you a generic question, if I may. Under ISTEA, as I recall it, there are several rulemakings that are required, several things that your agency is directed to do.

It has been my experience as the chairman of this subcommittee that oftentimes it takes what seems to me to be an interminable period of time to reach some conclusion.

I am not reaching any prejudgments now as to what the standards ought to be, but when I came to the chairmanship of this committee I think it was the side impact standard, it took a longer period of time to come to some finality on that than it did for us to launch, you know, a man on the Moon. I mean, we were able to accomplish that in a shorter period of time.

Now, I recognize that resources may be limited, and there are always the questions of how to prioritize the personnel that you have. My request, and I think shared by a great many members of this subcommittee, is that when these things are directed that we at least do so in a fashion that we see, after careful and thoughtful review, the final product occur within the lifetime of members of this subcommittee.

I offer that to you as a gentle encouragement, but that is certainly something that has been troublesome to me, and I would like to just get your response.

As you know, in some instances we have even gone so far as to propose legislation requiring that a decision be reached within a certain time period. There has been great resistance on the part of the industry and on the part of the agency historically to that, but that comes out of this frustration that these things go on, and on, and on.

Every good discussion has to have a terminal point and some conclusions reached.

Dr. MARTINEZ. Senator Bryan, let me assure you, you are not the first person to raise this issue with me. The Secretary has certainly underscored his support for timeliness of rulemaking.

I have to tell you that my experience as a physician, especially emergency physician, is to make major decisions and to do it in a timely fashion, and I certainly would put high on my list making sure that we respond to the needs in—I guess the best thing to say is just in a timely fashion. A decision has to be made, and I will put that high on my list.

Senator BRYAN. I appreciate that. As you know from our discussions, I have had an interest in CAFE, the Corporate Average Fuel Economy issue.

Let me ask you for your thoughts on that, your view as to the role the agency can play in terms of helping us achieve improved fuel economy standards. As you know, there has not been any ac-

tion on the part of the agency for some years on this issue, and you do have a critical role under the law.

Would you share with us what your thoughts are in terms of what the agency can do in terms of the data base and other kinds of things that would be helpful?

Dr. MARTINEZ. Well, the best resource that I have been told about is the National Academy of Sciences paper, which has a fairly balanced view looking at the restrictions and also the opportunities for technological advance to increase corporate average fuel economy. I intend to study document fairly well.

The important role for NHTSA is to make sure that we can increase fuel economy without safety suffering, and I think that that is an issue that to me is fairly exciting to be able to look, in today's world of technology, at the materials we have available for vehicles to be built.

And so, I would like to state that NHTSA's role in this is to move forward on the topic of CAFE, and to maintain a role in both clean cars and car talk to meet those needs.

Senator BRYAN. Well, as you know the administration has, with the industry, embarked upon a rather bold approach to triple fuel economy some time, I suspect, in the next century. And I think those initiatives are commendable and I am supportive of those efforts.

That is not mutually exclusive, in my view, from improvements in the interim on fuel economy that can be achieved by a CAFE approach or something similar to it. I would hope that you could see to it that we could see some action in the interim by the agency.

There was an article in last month's USA Today that mentioned that the National Transportation Safety Board has drafted a report that concluded that the use of automatic seatbelts without a lap belt could be hazardous. NHTSA had urged the findings not be made public.

Could you share with me, if you know, what the rationale for that would be?

Dr. MARTINEZ. I am not familiar with that aspect. I know the report is to be released this month that was recently released. I have asked for a copy of that.

The basic concept is that the automatic restraints, without using the lap portion of the belt, do not provide protection from ejection from either side impact or rollover, and that is correct. I mean, the automatic restraint was for frontal crash, to respond to the fact that at the time very few people were using the seatbelts.

One of my concerns really is the end user, the customer themselves, the people who are supposed to be using cars. How do they learn how to wear a seatbelt properly to begin with? One of my analogies is men learning to shave. You know, you go out, you buy the razor, and there is no instruction booklet with it. And so you kind of work your way into it, and people learn how to shave.

When I lecture, when I speak, I usually ask the crowd how many of them have been taught how to wear a seatbelt properly, and I rarely have someone who raises their hand. NHTSA has a very important role in that. We need to go out and work with the groups that will leverage that message out there.

With regards to this particular issue, I have yet to review the report but am very anxious to do so.

Senator BRYAN. Let me just, in that context, raise another issue in terms of public information. There is no question in the minds, I think, of most if not everybody today that antilock brakes that are being installed in automobiles are a great safety improvement.

And yet the statistical evidence would indicate that a great many people simply do not understand how they are to be used. And clearly if you do not understand how to use them, the potential to be achieved in terms of improved safety is greatly minimized.

What kinds of efforts do you think can be undertaken by the agency to again make the public better informed in terms of how to use antilock brakes?

Dr. MARTINEZ. Well, I think one thing in our favor right now is the fact that there is interest in effect, that antilock brakes have moved up to the front of people's list of safety features that they want, one. And No. 2, they are interested in their performance.

So, now we have to go out, again, to the end user and decide what is the best way to get that message out there. Is it through drivers education programs? Is it through civic organizations, associations? That is high on our list of consumer and public information.

The second thing is just point of sale is probably a good place to raise some of these issues. And some of the manufacturers luckily are making videos now that may be educational for the consumer. I am not convinced that everyone reads, necessarily, the little booklet in great detail.

One of the things that we have to do is be creative. And we are very lucky that at this point in time that the definition of media is changing somewhat. There are a lot more outlets of information, a lot more channels, a lot of electronic news, information.

And there are also groups of people whom we have not traditionally worked with for health care or safety issues that are now more interested in prevention, and we would like to expand our inroads into that constituency also.

Senator BRYAN. Dr. Martinez, I wish you well on these efforts. We are going to keep the record open for a bit in case there are some questions that some of our colleagues who were unable to join us might have for you.

We thank you and wish you well.

Dr. MARTINEZ. Thank you, sir.

Senator BRYAN. Thank you very much. Let me ask you try to keep the noise level down as we invite our next nominee to participate, Carrye Burley Brown, to be the Administrator of the U.S. Fire Administration.

Before inviting our next nominee to testify, let me add for the record that there are statements by Senator Gorton and Senator Hutchison that we would like to make a part of the record.

[The prepared statements of Senators Gorton and Hutchison follow:]

PREPARED STATEMENT OF SENATOR GORTON

Mr. Chairman, I am pleased that the Commerce Committee is holding this confirmation hearing today to consider the nomination of Carrye Burley Brown to be Administrator of the U.S. Fire Administration. I share your commitment to enhance

fire safety, and I am pleased that the President has nominated Ms. Browne to lead the federal effort in this area.

Ms. Browne has had a distinguished 17-year career on the staff of the House Committee on Science, Space, and Technology. During that time, she played a central role in moving every important piece of fire safety legislation, including the Hotel and Motel Fire Safety Act, reauthorization of the U.S. Fire Administration, and the Arson prevention Act. I look forward to hearing Ms. Browne's testimony and to working with her once she is confirmed.

PREPARED STATEMENT OF SENATOR HUTCHISON

I would like to welcome Ms. Carrye Brown before the Senate Commerce Committee. Ms. Brown appears before us today as the President's nominee for Administrator of the U.S. Fire Administration.

However, I would also like to welcome Ms. Brown as a fellow Texan. Carrye was born in Palestine, Texas and grew up in Lufkin, both located in East Texas. Carrye matriculated through two fine Texas universities. She received a B.S. degree from Stephen F. Austin University and a Master's degree from Texas Woman's University.

In addition, she received a postgraduate teaching certificate from Lady Spencer-Churchill College of Education in Oxford during an International Rotary Club Graduate Fellowship.

In 1977, Carrye came to Washington, where she began working on the House Committee on Science, Space and Technology Committee which, at that time, was chaired by Rep. Tiger Teague from Texas. Carrye worked her way up from being a receptionist to a position on the committee's professional staff.

Again, I welcome Carrye to this hearing, congratulate her on her certain confirmation, and wish her every success in her new position as Administrator of the U.S. Fire Administration.

Senator BRYAN. Ms. Brown, I know that there are several members who are going to be over to offer support for your nomination. Let me, in the interest of time, recognizing that there are apparently, as Ms. Holmes pointed out this morning, some votes that are occurring or about to occur, so they may be coming over from time to time.

We will assure you that their statements will be received. And obviously if they arrive we are going to ask you to withhold your comments so that they might be permitted to express their support.

Let me welcome you to the hearing this morning to be the Administrator of the U.S. Fire Administration. As you know, the Fire Administration's offices are located in Emmitsburg, MD, and it is a division with the Federal Emergency Management Agency.

The U.S. Fire Administration was established in 1974, pursuant to the recommendation of the National Commission on Fire and Control, which was created to study the Nation's fire problems. The agency's primary responsibilities are to conduct research, administer programs, and assist State and local governments in fire prevention and control.

The nominee before us, Ms. Brown, is well aware of the duties of the Fire Administration and the challenges that face the agency in its attempt to address our Nation's fire problems.

She has served as a professional staff member for the House Science, Space, and Technology Committee for more than 16 years. In that capacity she has been integrally involved in the development and passage of many key fire safety bills, including the recently enacted Hotel and Motel Fire Safety Act, on which we had the pleasure to work with her and her associates in the House, the National Firefighter Safety Study Act, the reauthorization of the U.S. Fire Administration, as well as the Arson Prevention Act.

Ms. Brown is highly regarded by her colleagues and representatives of the fire community. The strong support for her nomination is evidenced by many letters we have received on her behalf, as well as a number of witnesses who have requested the opportunity to appear and to speak in support of her nomination.

I am delighted to welcome you, Ms. Brown, to congratulate the President on the nomination, and to congratulate you as well.

And in the interest of time, since I do not believe that any of the Members are here at this point, let me invite you to testify.

STATEMENT OF CARRYE BURLEY BROWN, NOMINEE TO BE ADMINISTRATOR, U.S. FIRE ADMINISTRATION

Ms. BROWN. Thank you, Mr. Chairman, and all of the Senators on the committee. My name is Carrye Burley Brown, and I am deeply honored to be nominated Administrator of the U.S. Fire Administration.

First, let me thank you for holding this hearing and taking the time from your busy schedule to participate in it. I want to also thank all of the Members of Congress and the Senate for their generous statements of support and confidence because I realize that they are very, very busy. And I deeply appreciate the honor they have bestowed upon me.

I want to acknowledge the tremendous support I have received from Mr. James Lee Witt, the Director of FEMA, who is here today, and the FEMA staff.

There are many other people, especially I want to introduce my husband, Larry Brown, and thank him for his support.

Senator BRYAN. Mr. Brown, we are delighted to have you here. Thank you for sharing Ms. Brown with us. We are delighted to have her as our nominee.

Ms. BROWN. I cannot begin to tell you how deeply honored I am to be here to talk to you.

My preparation for this position began a long time ago. I am proudly the daughter of east Texas educators who were on the front lines of school integration battles of the late sixties and early seventies. My father was the principal of the first historically African-American elementary school in that area to enroll white students, while my mother was the first African-American teacher at a nearly all white high school.

They answered the challenges that they faced with consistently and routinely excellent service. Their watchwords and motto were the same—education, service, and, above all, cooperation.

The philosophy that has shaped my views of fire safety was formed by my parents' efforts in the classroom as citizens, administrators, and civic leaders. From them I have learned the value of leadership, service, and, of course, the value and power of education.

You have gone over my professional experience, so I do not need to do that. I want to say that I did work on one of your favorite bills which you sponsored, which was the Hotel-Motel Fire Safety Act, and one of Senator Sarbanes' favorite bills, which was the National Fallen Firefighter's Foundation.

My goal throughout my career has first of all been to work the Members' agenda. I must say that. I worked their agenda and not Carrye Faye's agenda.

In the House Committee on Science, Space, and Technology fire safety is bipartisan. I had as staff bipartisan support.

The goal of my professional experience has been to keep all involved in fire safety focused on the American public—who are the victims of fire, and on firefighters—who are called upon to cope with our failures in fire safety.

Despite the very varying interests of the fire service, the person at the helm of the U.S. Fire Administration must have a singular agenda, to reduce losses of health, life, and property.

The fire service: I want to recognize them because they are here for me. As I walked through in the back they told me, we are here for you.

Today the demands on the fire service nationwide are broadening. Fire departments face declining demand for fire suppression services, increasing demand for emergency medical services, a need for more training, and disaster preparedness. At the same time these departments are encountering increasing competition for available local government resources.

Yet, their core mission is to reduce losses of health, life, and property. That is unaltered.

I experienced their expanding role firsthand. About 8 years ago, my mother-in-law was in her last hours on this earth. It was D.C. firefighters who were the first on the scene to provide emergency medical services to her.

If confirmed as administrator, I would blend this broad view of contemporary fire service issues gained from my work on Capitol Hill with those values of my parents—education, service, and cooperation. Put the public first. Get the job done.

You know the magnitude of the problem. I do not have to describe it. But I will say that it cuts across all groups and regions, rich and poor, African-Americans and whites, North and South, urban and rural. But it is also higher for some groups. African-Americans and Native Americans have significantly higher rates per capita than the national average. So do people who live in rural areas and large cities.

Sadly, those who are most at risk are children and senior citizens. If I am confirmed, I can tell you that I will carry my parents' watchwords—education, service, and cooperation—through prevention programs and fire safety programs, through being a national advocate for fire safety, for research and development activities for the fire service, and for cooperation, reinventing the USFA to better serve its constituents.

If I am confirmed, I will work very hard to include USFA as a key part of Director Witt's efforts to make FEMA an agency of people helping people.

Finally, over 2 months ago my child's caregiver's grandmother lost her life in a fire. In addition to the loss of her grandmother, the caregiver's family lost their home and most of their personal possessions. Every day that I pick up my child and I see her I am reminded that we must do a better job of reaching those people

who are the least able to cope in fire situations—the elderly and the young in rural, urban, and suburban areas.

If confirmed as Administrator of the U.S. Fire Administration I will remember the American people. I will remember my child's caregiver's grandmother.

Finally, I could not leave here without thanking the members of the House Committee on Science, Space, and Technology for providing me with an opportunity to work on fire safety policy issues. I want to also thank the many members in the fire service community who have supported my nomination.

Mr. Chairman, if confirmed I promise that I will work diligently to bring a new level of fire safety to all of our citizens. I appreciate the opportunity to appear before you today, and would be happy to respond to any questions you may have for me.

[The prepared statement, biographical data, and questions and answers of Ms. Brown follow:]

PREPARED STATEMENT OF CARRYE BURLEY BROWN

Mr. Chairman and Members of the Committee, my name is Carrye Burley Brown. I am deeply honored to be nominated Administrator of the U.S. Fire Administration by President Clinton.

I want to acknowledge the tremendous support I have received from Mr. James Lee Witt, the Director of FEMA, and the FEMA staff.

There are many other people who have been helpful and encouraging in this process, especially my family. Allow me to introduce my husband Larry Brown.

Mr. Chairman, my preparation for this position began long ago. I am the daughter of East Texas educators who were on the front lines of the school integration battles of the late sixties and early seventies. My father was the principal of the first historically African American elementary school in that area to enroll white students while my mother was the first African American teacher at a nearly all white high school. They answered the challenges that they faced with consistently and routinely excellent service. Their watchwords and motto were the same: "education, service, and cooperation."

The philosophy that has shaped my views of fire safety was formed by my parents' efforts in the classroom as citizens, administrators, and civic leaders. From them, I have learned the value of leadership, public service and, of course, the value and power of education.

For the past 15 years, I have worked on fire safety policy issues for the House of Representatives Committee on Science, Space, and Technology. From this unique vantage point, I have received a broad view of fire safety issues; and I have worked with fire service leaders from across the country to increase fire safety in America.

Specifically, since 1981, I have been lead staff for reviewing all U.S. Fire Administration programs. In 1982, I received a crash course in fire service issues when I coordinated the successful effort to continue the U.S. Fire Administration after the Administration recommended eliminating the agency.

My years of working on fire safety issues resulted in many legislative firsts. I was the lead staff for the Federal Fire Prevention and Control Act, P.L. 100-476, which mandated that the U.S. Fire Administrator conduct studies to evaluate fire prevention systems for hearing impaired individuals. This was the first legislation to address the need for more research and testing to develop emergency alerting devices to warn hearing impaired individuals in public and private buildings. I was the lead staff for the Hotel and Motel Fire Safety Act of 1990, P.L. 101-391, which established the first Federal program requiring government travelers to stay at hotels equipped with sprinklers. I was lead staff for the 1990 Firefighters' Safety Study Act, P.L. 101-446, to improve response guidance to firefighters for hazardous material incidents. This law mandated the first Federal review of hazardous response materials from the perspective of the first on-scene emergency first responder.

I was lead staff for the Fire Administration Authorization Act of 1992, P.L. 102-522, which established the first minimum legislative standards for fire safety in Federally assisted buildings.

P.L. 102-522 also established a "National Fallen Firefighters' Foundation", a non-profit foundation to support the annual October memorial service which honors all volunteer and career firefighters killed in the line of duty during the previous year.

For 15 years, I have reviewed the U.S. Fire Administration from top to bottom; have worked hard to overturn proposals to eliminate the program; have striven to keep the communication lines open among the U.S. Fire Administration, other federal agencies, the Congress, and the fire service. And I have been instrumental in getting fire safety measures enacted into law. My goal throughout has been to keep all involved in fire safety focused on the American public—the victims of fire—and on firefighters—who are called upon to cope with our failures in fire safety.

Despite the often disparate interests of the fire service, the person at the helm of the U.S. Fire Administration must have a singular agenda—to reduce losses of health, life and property. Today the demands on the fire service nationwide are broadening. Fire departments face declining demand for fire suppression services, increasing demand for emergency medical services, and the need for more training. At the same time the departments are encountering increasing competition for available local government resources. Yet the core mission of the fire service to reduce losses of health, life and property is unaltered.

As Fire Administrator, I would blend this broad view of contemporary fire service issues gained from my work on Capitol Hill with those values of my parents—"education, service, and cooperation;" "put the public first," and "get the job done." Serving as the U.S. Fire Administrator and joining the team of President Clinton, Vice-President Gore and FEMA Director James Lee Witt would be the fulfillment of a long career in fire safety policy.

The magnitude of the fire problem in the United States is enormous. Consider, for a moment, our country's fire record: one of the highest fire death rates in the industrialized world; more Americans killed in fires each year than in all natural disasters combined; 5,500 deaths and 30,000 civilian injuries annually; along with 100 firefighters killed. Each year more than 500,000 fires are intentionally set in the U.S., resulting in more than 700 deaths and property loss in excess of \$2 billion. Arson is the second leading cause of fire deaths in residences and the leading cause of dollar loss from fire. Moreover, fires cost taxpayers about \$50 billion a year—direct fire property losses top \$11.2 billion.

The fire problem cuts across all groups and regions—rich and poor, North and South, urban and rural. Some groups are more at risk than others. African Americans and Native Americans have significantly higher death rates per capita than the national average. So do people in rural areas and large cities. Sadly, children and senior citizens are the most frequent victims of fire.

If I become Fire Administrator, my priorities will be:

- Fire safety education—There must be more emphasis on educating the public about fire, particularly targeted at groups and residents of geographical areas hardest hit by fire. I plan to increase outreach and partnership efforts with public and private sectors and community organizations.
- Fire Data—An efficient, comprehensive user-friendly fire data center should be a part of the information super highway for the fire service community in rural, urban and suburban areas. I commend Director Witt for initiating a program which will support the fire service in such efforts. Using data, USFA can help fire officials better identify trends and potential problems.
- Fire Technology and Research—The development and application of new technology offer a way to dramatically reduce the loss of life and property in fires.
- National Fire Academy (NFA) training programs—The programs must reflect the expanding responsibilities of firefighters and provide new tools to manage fire departments. The NFA programs must be widely accessible to the fire service community in rural, urban and suburban areas.
- Reinventing Government—USFA needs to define a mission that equates programs with results. USFA must identify programs with the greatest potential for solving the fire problem and focus its resources in those programs.

Director Witt has demonstrated his commitment to strengthening the USFA by publicly stating that the Fire Administrator will have a greater role in policy making at FEMA, and a major role in disaster planning preparedness. Director Witt recognizes the critical contributions made by fire personnel in almost every type of natural and technological disaster faced in this nation. If confirmed I will work very hard to include USFA as a key part of Director Witt's efforts to make FEMA an agency of "people helping people."

The role of the USFA is to provide leadership in fire prevention and control efforts. If confirmed, I look forward to working with Director Witt, this Committee, Congress, other Federal agencies, the private sector, the fire service and finally, the American people—who are the true customers.

Less than a month ago, my child's caregiver lost her grandmother in a fire in the area. In addition, to the loss of her grandmother, the caregiver's family lost much of their home and personal belongings. Everyday, that I pick up my child, and see

her caregiver, I am reminded that we must do a better job of reaching the people who are least able to cope in a fire situation—the elderly and the very young—in rural, urban and suburban areas. If confirmed Administrator of the U.S. Fire Administration, I will remember the American people. I will remember my child's caregiver's grandmother.

I also would like to thank the Members of the House Committee on Science, Space, and Technology for providing me with an opportunity to work on fire safety policy issue. In particular, I would like to thank Chairman George E. Brown, Jr, Ranking Republican Member Robert Walker, Subcommittee on Science Chairman Rick Boucher and Subcommittee on Science, Ranking Republican Member, Sherwood Boehlert.

Finally, I want to thank the many in the fire service community who have supported my nomination—the International Association of Fire Fighters, the National Fire Protection Association, the International Association of Fire Chiefs, the International Society of Fire Service Instructors, the International Association of Black Professional Fire Fighters, the National Volunteer Fire Council, the National Association of State Fire Marshals, the National Association of State Directors of Fire Training and Education, International Association of Arson Investigators, Inc., the Florida State Firemen's Association, Inc., the Delaware Volunteer Firemen's Association, the South Carolina State Firemen's Association, the American Furniture Manufacturers Association, the Texas Engineering Extension Service, the Office of State Fire Marshal of Maryland, the Maryland State Fire and Emergency Medical Services Coalition and many other members of the fire-related community.

Mr. Chairman and Members of the Committee, if confirmed I promise that I will work diligently with the staff of the USFA to bring a new level of fire safety to all of our citizens. I appreciate the opportunity to appear before you today, and would be happy to respond to any questions you may have for me.

BIOGRAPHICAL DATA

Name: Brown, Carrye Burley; address: 1309 Kennedy St., NW, Washington, DC 20011; business address: 2320 Rayburn House Office Building, Washington, DC 20515.

Position to which nominated: Administrator, U.S. Fire Administration; date of nomination: November 20, 1993.

Date of birth: September 8, 1952; place of birth: Palestine, TX.

Marital status: Married; full name of spouse: Larry Wesley Brown; names and ages of children: Xavier Wesley Brown, 7.

Education: Texas Woman's University, 1974–78, MS, 1978; the Lady Spencer-Churchill College of Education, 1975–76, postgraduate teaching certificate, 1976; and Stephen F. Austin State University, 1970–73, BS, 1973.

Employment: 1977–present, U.S. House of Representatives, Committee on Science, Space, and Technology, Legislative; and 1974–75, Motley County I.S.D., Matador High School, Home Economics Teacher.

Government experience: 1977–present, Professional Staff member, Committee on Science, Space, and Technology, U.S. House of Representatives.

Political affiliations: Member of the Democratic Party.

Memberships: None.

Honors and awards: I received a British postgraduate teaching certificate (which was validated by Oxford University) from The Lady Spencer-Churchill College of Education, Oxford, England, 1976. This was the end result of winning an International Rotary Club Graduate Fellowship. Also, the fellowship required that the recipient represent the United States, and U.S. Rotary Clubs as an "Ambassador of Goodwill" in England.

Published writings: None.

PREHEARING QUESTIONS ASKED BY THE MAJORITY AND ANSWERS THERETO BY MS. BROWN

Question. Several members of the Society of National Fire Academy Instructors have written to express their opposition to your nomination because of their belief that the position should be held by a fire service professional. Would you please respond to the concerns expressed by the organization and explain why you believe you are qualified to be the United States Fire Administration (USFA) Administrator?

Answer. Mr. Chairman, I strongly believe I am qualified to be the United States Fire Administrator. The Fire Administrator's role is to provide national leadership

on fire safety issues and to make fire safety a national priority. Although I have never worked in a fire department, I have extensive experience working on fire service issues and with members of the fire service from every part of the country.

One of the strengths of my background is that I do not represent one segment of the fire service or one region of the country. If confirmed, I will provide national leadership. I will work with all groups to find solutions to the fire problem in America, just as I have done successfully in my current job.

For the past 15 years, I have worked on every major fire safety policy issue for the House of Representatives Committee on Science, Space, and Technology. From this unique vantage point, I have developed an in-depth understanding of the wide range of complex issues facing today's fire and emergency management communities at the national, state and local levels. I have established a close working relationship with the leaders of all major fire service organizations. Most significantly, I have been able to bring all segments of the fire service community together to resolve differences and achieve results.

Specifically, since 1981, I have been lead staff for reviewing all U.S. Fire Administration programs. In 1982, I received a crash course in fire service issues when I coordinated the successful effort to continue the U.S. Fire Administration after the Administration recommended eliminating the Agency. My years of working on fire safety issues resulted in many legislative firsts—the Hotel and Motel Fire Safety Act, the Federal Fire Safety Act, the Firefighter Safety Study Act, and the National Fallen Firefighters Foundation.

I have reviewed the U.S. Fire Administration from top to bottom; have worked hard to overturn proposals to eliminate the program; have striven to keep the communication lines open among the U.S. Fire Administration, other federal agencies, the Congress, and the fire service. And I have helped ensure that fire safety measures were enacted into law. My goal throughout has been to keep all involved in fire safety focused on the American public—the victims of fire—and on firefighters—who are called upon to cope without failures in fire safety.

Question. As you know, when the National Commission on Fire Prevention and Control issued its report in 1973 on fire safety problems, it indicated that the United States had one of the worst fire records of the more industrialized countries. This report led to the creation of the USFA. However, the USFA and the National Fire Academy, reports indicated that the United States continues to have significant fire safety problems. Why do you believe the United States has such a dismal fire safety record, and what are your solutions to the problem?

Answer. Fire is often the forgotten or ignored threat to public health and safety. Fire deaths usually occur in ones and twos and more often than not, in residences. More than 5,500 Americans lose their lives to fire, another 30,000 civilians are injured and about 100 firefighters die each year. The fire problem cuts across all regions—rich and poor, North and South, urban and rural. But it is higher for some groups than others. African Americans and Native Americans have significantly higher death rates per capita than the national average. So do people in rural areas and large cities. Sadly, those who are most at risk are children and senior citizens.

To solve the problem, the U.S. Fire Administration must act on many levels. The USFA must continue to be a strong advocate throughout the country and within the Federal Government and private sector for fire safety. The USFA should strengthen programs which target groups and geographical areas hardest hit by fire. For example, fire data indicate that the 12% of homes without detectors have more than half of the fires. It is estimated that a third of the detectors in place are not working and many homes do not have as many smoke detectors as are needed to protect the occupant property. The USFA must enhance effective programs which will reach these target groups. We must make the American people more aware of the problem and of their role in the solution.

Question. What do you believe should be the role of the Federal government in advancing fire safety in this country? Please include in your answer a discussion of whether you believe it is the proper role of the Federal government to establish fire safety standards for State and local governments and private industries.

Answer. The role of the Federal government in advancing fire safety is to provide leadership. Yet, we also have an obligation to build State and local level capabilities, because fire prevention and control are primarily local responsibilities. Local government—through fire codes and fire safety laws, and through investments in fire department personnel and equipment—have the major burden of protecting citizens from fire and should continue to do so. Those governments appreciate special local conditions and needs more fully than an arm of the Federal Government would be able to do. Therefore, the role of the Federal Government, largely through the USFA should include: promoting and supporting public fire safety education; lending technical and education assistance to State and local governments; collecting and ana-

lyzing fire information; conducting research and development in certain areas; and advancing fire service training. Another role of the Federal government is to lead by example. In fact, P.L. 101-391, the Hotel and Motel Fire Safety Act and P.L. 102-522, the Federal Fire Safety Act, are two solid examples of the Federal government's demonstrated commitment to fire safety throughout the nation. Finally, the Federal government must encourage the active participation of the private sector in fire safety initiatives.

Question. Have you identified any specific programs or changes you would like to see implemented if you are confirmed as Administrator of the USFA?

Answer. If I am confirmed as the U.S. Fire Administrator, my priorities will center around

- Fire safety education—There must be more emphasis on educating the public about fire, particularly targeted at groups and residents of geographical areas hardest hit by fire. I plan to increase outreach and partnership efforts with public and private sectors and community organizations.

- Fire Data—An efficient, comprehensive user-friendly fire data center should be a part of the information superhighway for the fire service community in rural, urban and suburban areas. I commend Director Witt for initiating a program which will support the fire service in such efforts. Using data, USFA can help fire officials better identify trends and potential problems.

- Fire Technology and Research—The development and application of new technology offers a way to dramatically reduce the loss of life and property in fires.

- National Fire Academy (NFA) training programs—The programs must reflect the expanding responsibilities of firefighters and provide new tools to manage fire departments. The NFA programs must be widely accessible to the fire service community in rural, urban and suburban areas.

- Reinventing Government—USFA needs to define a mission that equates programs with results. USFA must identify programs with the greatest potential for solving the fire problem and focus its resources in those programs.

As USFA nears its 20th anniversary of service, I would like to review the goals established in "America Burning" and establish a master plan for achieving a significant reduction in fire losses. Director Witt has demonstrated his commitment to strengthening the USFA by publicly stating that the Fire Administrator will have a greater role in policy making at FEMA, and a major role in disaster planning preparedness. Director Witt recognizes the critical contributions made by fire personnel in almost every type of natural and technological disaster faced in this nation. If confirmed I will work very hard to include USFA as a key part of Director Witt's efforts to make FEMA an agency of "people helping people."

Senator BRYAN. Thank you very much, Ms. Brown. That is a very, very powerful statement. And as evidence of that broad support that you have, our distinguished colleague from the House, the very able Congressman from Maryland, Congressman Steny Hoyer, who has been a very active member and leader in the Congressional Fire Caucus—he and I have had occasion to share the platform over the past few years.

Let me welcome you and tell you that we are delighted to have you here this morning, Congressman.

STATEMENT OF HON. STENY H. HOYER, U.S. REPRESENTATIVE FROM MARYLAND

Mr. HOYER. Thank you very much, Mr. Chairman, and Mr. Co-chairman of the Fire Service Caucus. I am very pleased to be here with you and, of course, with Carrye who has done such an outstanding job.

If I can, I would like to make a brief statement. I appreciate this opportunity to be here as the current chairman of the Congressional Fire Service Caucus. It gives me a great deal of pleasure to join the caucus' founder, Curt Weldon—I do not know whether he has been here.

Senator BRYAN. He has not, but we expect him.

Mr. HOYER. To support enthusiastically, without reservation, and applaud the nomination of Carrye Brown as Administrator of the U.S. Fire Administration. I am pleased to join so many leaders of the fire service and emergency response teams of America here in this room in support.

I have been chairman of the Congressional Fire Service Caucus, as you know, since 1993 and have been an original member since 1987 when Curt Weldon began the effort. During that time, I have had the pleasure and privilege of working with Mrs. Brown on a number of very important bills including, but not limited to, the Hotel-Motel Fire Safety Act, the Federal Fire Safety Act, and the Fallen Firefighter's Memorial Foundation.

More importantly, before the Fire Caucus was even formed, Carrye Brown was working with the Science Committee members, the chairman of which has just arrived in the room, the very distinguished gentleman from California, Chairman Brown, to fight proposals seeking to eliminate the Fire Administration and to further a Federal focus on firefighting effectiveness and safety.

More than any other person, Mr. Chairman, I have worked with she is acutely aware of the budget fights and issues which impact the Fire Administration and the Fire Academy each year. I am absolutely confident that Mrs. Brown's experience will serve her well in choosing the kind of management team—and that is critical because obviously none of do it alone.

But I think she has the judgment and the skill and the experience to choose a management team which will interface as easily with congressional committees as they do with the front line, men and women protecting our local communities each day.

I am also very confident that the fire and emergency services could not have a better advocate at the table when their role in emergency management is discussed. With all of the attention focused on FEMA reform, this will be, of course, very important.

For all of these reasons, Mr. Chairman, and more which I will not go into because of the constraints of time, I urge and I believe you will, of course, recommend to this full Senate that they unanimously confirm the nomination the President has made to strengthen the fire service and emergency response teams of America, and to make them, indeed, a very, very important constituent part of the emergency response of America to crises confronting Americans.

Thank you very much for this opportunity to appear.

Senator BRYAN. Thank you very much for appearing in support of the nomination. Having worked with you over a number of years, I know of your commitment to the Fire Service and your advocacy on behalf of the various causes that together in a bipartisan fashion we work on on Capitol Hill. Thank you very much, Steny. We appreciate your being over here.

I see you may have to excuse yourself, and so I will let you be allowed by your own time constraints. You are welcome, of course, to stay as long as you can.

I see we are joined by the chairman. Congressman, it is a pleasure to have you here this morning, and as evidence of this broad support that this nominee has, the heavy artillery is being brought over here this morning. [Laughter.]

Believe me, we have got the message, and we know. But please let me give you an opportunity to embellish a very impressive record that the nominee brings, and some marvelous statements in support, and I see—Curt, it is good to see you this morning.

**STATEMENT OF HON. CURT WELDON, U.S. REPRESENTATIVE
FROM PENNSYLVANIA**

Mr. WELDON. Thank you, Mr. Chairman. I understand I need to lose weight, as you refer to me as the heavyweight from the other side.

Actually, it is a pleasure to be back with you. You have been one of the most responsive Members of this body on behalf of this Nation's firefighters and emergency responders, and that has not gone unnoticed. You have been recognized nationally for your leadership, and all of us appreciate that role that you have taken.

As you know, there have been some difficult times for the emergency responders in America over the years, when administrations in my party were not as sympathetic as perhaps they could have been.

There was membership of this committee, bipartisan leadership in the committee of my good friend sitting next to me, who were there to make sure that the first responders were being listened to and were being dealt with in a fair way.

During those difficult times, and more recently during the better times, as America's domestic defenders were being listened to, there was one person who at a staff level was constantly working on behalf of these brave men and women, and that individual is Carrye Brown.

I would not have missed the opportunity to come over here today to give my wholehearted, enthusiastic support for Carrye. She is an outstanding individual, an excellent leader, she knows how to build coalitions, she knows how to work in a bipartisan manner for what is best for the men and women of the Nation's fire service.

She has listened to them. She has worked with them on tough issues ranging from the Hotel and Motel Fire Safety Act, to arson awareness legislation, to legislation and efforts to put the Fire Academy back under the Fire Administration, to stop FEMA from playing games with the Fire Administration and with the funds that were in fact earmarked for those 1.5 million men and women nationwide who protect our cities and our towns and our counties and our rural areas.

Carrye has been there for us, and has been an effective advocate on behalf of the issues that are important to these people.

As you know, there are 32,000 organized fire and emergency service organizations across this country, and during the past 7 years, I have traveled 48 of the 50 States interacting with our statewide associations and efforts. Everyone that I have come in contact with supports the elevation of Carrye Brown to this position.

They support this nomination because they know Carrye, they know that she has been there during the difficult times, and that perhaps most importantly she understands from where the fire service comes.

She knows that with the exception of a brief period of time when the National Commission for Fire Prevention and the National Fire Prevention and Control Act was passed in I guess the late sixties, early seventies, there has not been a more productive period of time than the most recent years, where we in the legislature have responded to the concerns of these people, and under the leadership now of my colleague Steny Hoyer and good friend, and you in the Senate, and Congressman McCain and Roth and Joe Biden and others, we have made significant progress, but there is much, much yet to be done.

The other thing that I would say about Carrye is that she understands that the Nation's emergency responders are broad and diverse. There are paid firefighters, there are 1.2 million volunteers, there are instructors, arson investigators, there are people involved with the issues of manufacturing equipment.

Carrye knows that all of these players are a part of this community that she will now be the spokesman for, and she knows how to deal with all of them so that they all understand that they must be fair in this process and not single out support for any one group at the expense of the others.

So, there can be no one better qualified for this position. It is especially appropriate, I think, that at this point in time, that we acknowledge that we have, to my understanding, the first female head of the U.S. Fire Administration.

Women all across America are taking an active role in defending our towns and our cities from floods and hurricanes and tornadoes and fires and all of the other incidents that the emergency responder has to deal with. It is appropriate that Carrye now take the role as the first woman to head the U.S. Fire Administration.

Some would say, well, you know, Carrye is not a firefighter. She does not have to be a firefighter. She understands and knows how to listen, and she also knows how to lead. I look forward to working with her, and let me say that it is a real pleasure to welcome what will become the first lady of the American fire service, Carrye Brown, my good friend.

Senator BRYAN. Thank you very much, Congressman. I appreciate those fine comments, and we all share them, and you are evidence obviously of the bipartisan support that the fire service has in Congress, and you have been a real leader, so we are delighted to have you.

You would have been very proud of the statement Ms. Brown made, because she evidenced the broad, bipartisan support she has, and her history as well as her desire to lead the fire service and to provide the kind of cooperative leadership that I know that she will provide.

Congressman Brown, it is a pleasure to have you here, sir, as well. Let me yield to you for any comments that you care to make.

STATEMENT OF HON. GEORGE E. BROWN, JR., U.S. REPRESENTATIVE FROM CALIFORNIA

Mr. BROWN. Thank you, Mr. Chairman, for this opportunity, and I shall be brief, and I will ask that you insert my full statement in the record.

Senator BRYAN. Your full statement will be made a part of the record.

Mr. BROWN. I have some trepidation. I do not have either the political clout of my good friend, Mr. Hoyer, or the knowledge of fire-fighting that my good friend Mr. Weldon has, and in a sense I feel almost that I have a conflict of interest, because not only am I chair of the committee for which Carrye has served as a professional staff member for about 17 years, but I feel somewhat in loco parentis to her in the sense that I have watched her grow and watched her raise her children and participate in activities within the congressional family that indicated her leadership in many different ways.

She is the kind of a leader I think that if I had had the opportunity when she was younger to have appointed to one of the military academies, as I tried to do with ladies before they were accepted, she would be a General by now. [Laughter.]

She has that kind of capability.

Senator BRYAN. In a sense, Mr. Chairman, she is going to be a General now. [Laughter.]

Mr. BROWN. I hope that she will be a General, and I speak of her qualifications with unabashed respect and pride, because there has not been a single piece of fire legislation passing through our committee and the Congress over these last 15 years that she has not been intimately involved with, and she has earned the respect of everyone with whom she has worked.

She has worked behind the scenes to create coalitions, she has helped to balance the various issues at stake in these legislations, and she has demonstrated the kind of expertise which I think will qualify her as a sound administrator.

I have absolutely no reservations whatsoever in recommending her to your committee, and as others have expressed, I hope that she will have the unanimous support of the Senate. I am convinced that she will do honor to this administration and to the Nation as a whole in this very important position, and I hope that you will deal with it promptly.

[The prepared statement of Mr. Brown follows:]

PREPARED STATEMENT OF REPRESENTATIVE BROWN

Twenty years ago, the Congress enacted and the President signed into law the Federal Fire Prevention and Control Act, which establishes the U.S. Fire Administration within the Federal Emergency Management Agency (FEMA). For 15 of those years, the House staffer on my Committee—the Science, Space, and Technology Committee—with legislative and oversight responsibility for the U.S. Fire Administration has been Canye Burley Brown. I can think of no other person, male or female, within or without the fire service community, who is better prepared to become U.S. Fire Administrator.

Carrye Brown has been a member of the staff of the Science Committee since 1977, and since 1981 has filled the lead role for analyzing, managing, and drafting legislation related to two vital issues before the Committee—the Federal Fire Prevention and Control Act and the National Earthquake Hazards Reduction Program. Carrye has been the staff person I could lean on to carry out my agenda on fire and earthquake issues; in all the years I have known her, that faith has never been misplaced.

Carrye Brown understands both the substance and the politics of national fire service and fire safety issues. She understands the role of the U.S. Fire Administration, and knows how to navigate fire safety issues in the Legislative branch. She knows the fire service community, and has been responsive to their needs over the years.

Each year since I have been Chairman, I have received written and spoken kudos from the fire service associations and from other advocates of Federal fire safety programs, testifying to the excellent job that Carrye Brown has done to bring fire-safety issues to the forefront of the national agenda. She was a skilled forger of compromise on the rare occasions that fire-safety issues became contentious, and has been a team player with fire-service professionals, the Members and staff of Congress, and with every Administration.

Under her able staff leadership in the Committee, the Congress passed the first legislation ever to address the need for research and testing to alert hearing-impaired individuals to fire dangers in public and private buildings. Likewise with the Hotel and Motel Fire Safety Act of 1990, which requires, by 1997, that federal travel be conducted at facilities equipped with sprinklers, and that all federally funded conferences be held at sprinkler-equipped sites. She was lead staff for the 1990 Fire-fighters' Safety Study Act, which established a review at the U.S. Fire Administration of existing response information used by emergency personnel at the State and local levels. When a previous Administration threatened to eliminate the programs of the U.S. Fire Administration, she lead Congressional staff in the successful effort to save them. And just last year, she helped shepherd through the Congress an Arson Prevention Act to help fund arson investigation and arson investigator training.

If Federal fire-safety programs over the last decade-and-a-half have saved lives—and they have—you have Carrye Burley Brown to thank.

So it surprises me to hear that some have opposed the nomination of Mrs. Brown by claiming that she is not a "fire service professional." These are the same people who have sung her praises before, and who recognize her extensive experience and expertise working on fire-safety issues and with members of the fire service from every part of the country. No one—no one—is better prepared to take on the role of U.S. Fire Administrator than is Carrye Brown.

FEMA Director James Lee Witt has said that he wants to make FEMA an agency of "people helping people." And he is succeeding—FEMA has been more responsive than ever to the needs of our citizens during a declared disaster, as the recent Northridge earthquake has demonstrated. Carrye Burley Brown is the perfect complement to Director Witt's team at FEMA, a person of character and integrity who can elevate fire-safety issues to their rightful place in public prominence and within the Federal Emergency Management Agency.

I urge you to confirm Carrye Burley Brown as President Clinton's U.S. Fire Administrator, so that she can help fulfill FEMA's new mandate of helping people—the American people.

Senator BRYAN. I can assure you we will. Thank you very much, Mr. Chairman.

I would just point out that the fire service is indebted to you as well, not only for your support, but providing the opportunity to Ms. Brown to develop the credentials that she brings and that will make this nomination, I am sure, one of the easier tasks that we undertake this year.

I know that you all have busy commitments. You are invited to stay, but if you have to leave, I am sure Ms. Brown understands.

Thank you very much, Mr. Chairman. Thank you very much, Congressman Weldon and Congressman Hoyer. We appreciate your support.

And to add to this array of support that you have, Ms. Brown, I would like to call an old friend of mine who is the State fire marshal for the State of Nevada, Mr. Ray Blehm, and ask Ray to come to the table here.

Good morning, and welcome. We are delighted to have you, and invite your comments on behalf of the nominee.

**STATEMENT OF RAYMOND BLEHM, STATE FIRE MARSHAL FOR
THE STATE OF NEVADA, ON BEHALF OF THE NATIONAL AS-
SOCIATION OF STATE FIRE MARSHALS**

Mr. BLEHM. Thank you. I have been sitting back here listening to all of the distinguished company that I was invited to testify with this morning and thinking, boy, well, let us see, they have said almost all of this, and knowing your fondness for not having drawn-out, long testimony, I thought maybe I would try and summarize some of these things briefly instead of say them as the prepared statement.

Senator BRYAN. Well, Ray, let me assure you, your full statement will be made a part of the record, so feel free to add whatever extemporaneous comments you would care to add on behalf of Ms. Brown.

Mr. BLEHM. Thank you.

I first testified here a couple of years ago, and met Carrye, and recently had a chance to renew the acquaintance and was quite pleased that she had a very vivid memory of what I had said before, and you know, you always judge people by your interpersonal kind of contacts with them, and it showed to me that Carrye has excellent memory for details and facts, and I am sure from all of the Congressmen and Senators and representatives that have spoken on her behalf this morning that that is evident, and a very, very good sense of detail and sense of what is going on about her.

The prepared testimony had things about leading democratic staffer and Hotel and Motel Safety Act, and Federal Fire Safety Act, and Arson Prevention Act, all of which I know you, Senator, have been very involved in.

So, without reading that and the part about protecting the budget, which we have heard already mentioned, I have kind of skipped to the end of this, and would say that basically we are very interested from the standpoint of the National Association of State Fire Marshals of putting ourselves on record as enthusiastically supporting Carrye, and enthusiastically supporting good budget funding for this particular agency.

It is a very important agency from our point of view. We think it is important. There is Ed Wall, who we all fondly remember, recently retired. We think it is very important that we move quickly to get a Deputy Administrator in place, and we are hoping to see somebody with a solid fire service background in that position to help support Carrye's obvious attributes as an Administrator and a liaison with Congress.

Basically, our association looks forward to working with her and continued working with the Congress on fire safety issues, and I am going to conclude my comments with that kind of brief statement.

Thank you.

[The prepared statement of Mr. Blehm follows:]

PREPARED STATEMENT OF RAYMOND BLEHM

Mr. Chairman. My name is Ray Blehm. As Fire Marshal for the State of Nevada, I am pleased to be before the Subcommittee this morning on behalf of my colleagues nationwide, and the brave firefighters of our great state.

The National Association of State Fire Marshals endorses, without reservation, Ms. Carrye Brown, the President's nominee for Administrator of the United States Fire Administration.

It is my pleasure to recall Mrs. Brown's long-established and well-known commitment to the fire service and to improved fire safety. As the leading Democratic staffer of the House Science Subcommittee on fire safety and fire service issues, Ms. Brown has played a central role in piloting numerous fire-related bills through the House. Many of these bills have been priority issues for the National Association of State Fire Marshals:

The Hotel and Motel Fire Safety Act, introduced in the wake of the of the DuPont Plaza fire that killed 97 people, was passed in 1990 and has been an important stimulus for installing automatic fire sprinklers in hotels and motels. In most states, the state fire marshal has been closely involved in the implementation of this law, and we are already seeing its positive impact.

The Federal Fire Safety Act, passed just last year, further advances public safety by promoting the use of automatic fire sprinklers in federal buildings and in housing projects financed by the Department of Housing and Urban Development. NASFM considers the latter to be an especially significant accomplishment because it protects residents of low-income housing—who continue to suffer from a disproportionately high incidence of fire.

Most recently, Mrs. Brown has worked towards passage of the Arson Prevention Act, the first major legislative anti-arson initiative in more than a decade.

As the Senate sponsor of each of these bills, I know that you share our convictions as to their importance.

Lastly, I would not do justice to the nominee without mentioning her tireless efforts to protect U.S.F.A.'s budget from numerous swings of the budget-axers under the previous Administration. Even before she had the aid of the Congressional Fire Services Caucus, Mrs. Brown was one of America's "first responders" to attacks on the budget of this small, but important agency. In this respect at least, it seems Mrs. Brown will be changing roles, but, perhaps, not really changing jobs.

Mrs. Brown will bring to U.S.F.A. an unprecedented set of credentials: Extensive experience working for Congress, and particularly, with the Members of Congress and Senators most intimately involved with fire safety legislation; Broad and deep knowledge of fire issues, and of the U.S. Fire Administration and its budget; and great respect and support from the fire service. We believe these attributes—plus her own personal commitment to promoting fire safety—will make Mrs. Brown an active and effective manager of the federal fire program.

We ask the Subcommittee to act quickly on Mrs. Brown's nomination, for the good of the U.S. Fire Administration. As you know, that agency has been without an administrator for eighteen months. To let it drift much longer would be a disservice to the public, the fire service, and U.S.F.A.'s hard-working staff.

In addition to getting Mrs. Brown in place as quickly as possible, we believe there is an urgent need to fill the position of deputy administrator. Mrs. Brown should not be put in command of a ship that has no first-mate. I'm sure that you, Mr. Chairman, and your staff, all remember the former deputy administrator, Ed Wall. He stood on deck through many a storm. The next deputy administrator should also be an individual with personal experience as a firefighter. This is important. The agency must have a senior staffer who shares with America's firefighters the unique experience of hands-on emergency response. Provided she is not denied the necessary resources, we believe that Mrs. Brown's leadership will be a milestone in the fire service's struggle for appropriate recognition on the federal level.

In conclusion, the National Association of State Fire Marshals and myself look forward to working closely with Mrs. Brown and U.S.F.A. in furthering the goals of fire safety in America.

I thank you, Mr. Chairman, for your hard work on behalf of America's firefighters, and for asking me to testify this morning.

Senator BRYAN. Thank you very much, Mr. Blehm, for coming back and offering support on behalf of the men and women who are actually in the field performing all of these undertakings. We appreciate that, and obviously coming from Nevada makes it a very special occasion for this Chair, and I am delighted that you and Ms. Brown are working together on some of these issues we have Chaired together over the years.

Mr. BLEHM. Thank you.

Senator BRYAN. This is more of a coronation than a nominating process, Ms. Brown. [Laughter.]

There are a whole set of questions here, but I am just simply going to ignore them. [Laughter.]

I do not have any doubts in my own mind as to what I am going to do and what is the appropriate course of action, but let me maybe just ask you one question, if I may, and that is, with all the background, with all the experience, and knowing these issues as you do from a technical perspective as well as having had the vision of working with so many people that are involved, what do you consider your No. 1 challenge when you are confirmed?

You have many, I know, but if you had to rank, what do you think your primary challenge will be, and please share it with us, and what is your response and how will you attempt to deal with that challenge?

Ms. BROWN. Mr. Chairman, if confirmed, my No. 1 challenge will be to bring fire safety up to a national level of acceptance and understanding. You have to do it on several levels as a national advocate. First of all, I think already we have strong support within the Federal Emergency Management Agency. Director Witt has made that very clear. But we have also got to make it clear amongst the Federal agencies that we must work together on fire safety issues.

We also have to work very hard with local and State entities. We also have to work very hard with the building community, and with the fire research community. We have to work very hard, above all, with the public, getting them educated and aware of what to do in a fire situation. So, public awareness—bringing it up to its national prominence.

Senator BRYAN. Well, that is a challenge, and we wish you well, and congratulate you again, and the President on a superb choice.

Ms. BROWN. Thank you very much.

Senator BRYAN. Thank you so much. [Applause.]

We are delighted—if I could ask everyone who is leaving now to please exit quietly—we have one more nominee we will want to hear from this morning, and let me invite him to join us.

Let me welcome our next nominee, and I hope I am pronouncing his name correctly, Dr. Lakshmanan—Dr. Lakshmanan, who is nominated to be the Director of the Bureau of Transportation Statistics.

The Bureau of Transportation Statistics is a newly established bureau within the Department of Transportation. This agency was created pursuant to the enactment of the Intermodal Surface Transportation Efficiency Act of 1991, which is affectionately known as ISTEA. Our nominee was nominated to be the agency's first Director, and his duties will include compiling, analyzing, and publishing comprehensive relevant transportation data, and in cooperation with the different modal administrators processing statistics relating to the performance of the national transportation system.

Dr. Lakshmanan and I just had a chance to meet shortly before this hearing, so I have not previously had a chance to visit with him, so I'm eager to give him the opportunity to share any opening comments that he intends to make. Welcome to the hearing.

**STATEMENT OF T.R. LAKSHMANAN, DIRECTOR-DESIGNATE,
BUREAU OF TRANSPORTATION STATISTICS, DEPARTMENT
OF TRANSPORTATION**

Mr. LAKSHMANAN. Thank you, Mr. Chairman. Let me begin by expressing my appreciation for the confidence President Clinton and Secretary Peña have expressed in nominating me to be the first Director of the Bureau of Transportation Statistics. Let me add further how honored I feel for this opportunity to appear before you. My wife, Prof. Lata Lakshmanan of Boston University, could not join me to today because of an unfortunate last-minute leg injury, and my daughters, a doctor and a journalist, could not also attend. Their good wishes are with me and they are here in spirit.

Mr. Chairman, I prepared a formal testimony, which I will not read but submit for the record.

Senator BRYAN. We will make your testimony a part of the record.

Mr. LAKSHMANAN. Let me briefly, however, share with you my thoughts on the challenges facing the Bureau of Transportation Statistics and the nature of experience that I bring to the task of leading this bureau in its early formative stage.

My objective for the Bureau of Transportation Statistics—BTS—in case I am confirmed by this body, is to create a knowledge base to support transportation decisionmakers in shaping a future transportation system that is capable of providing safe, efficient, environmentally sound transportation services to businesses and households. To create and sustain such a knowledge base, BTS will compile and analyze and make accessible to the transportation community and the public understandable information as needed, and enhance the quality and effectiveness of statistical programs of the U.S. Department of Transportation.

Further, as you know Mr. Chairman, BTS will provide an annual report to the Congress on the state of the transportation system addressing the following sorts of questions: How well does the transportation system perform in terms of its access to various people, cost, safety, timeliness, and reliability? How does the transportation system affect national goals such as economic competitiveness and our national security? How does the system affect energy use, oil import dependency, or environmental quality?

BTS will prepare such reports unbiased by policy considerations. The Bureau's independence from policy review was emphasized in a conference report of the Intermodal Surface Transportation Efficiency Act, and reaffirmed in a recent letter from Secretary Peña to Senator Moynihan accompanying the Bureau's first annual report.

I bring to this challenging task of leading the Bureau two types of expertise gained over the past 3 decades in academia and the private sector. These are: expertise in transportation policy analysis and experience in building new institutions with interdisciplinary missions. Substantively, my policy modeling and analysis experience covers diverse transportation policy areas such as transportation investment choices, analyzing the role of transportation in economic growth, and understanding relationships between transportation, energy, and environmental quality. I believe this experience is highly relevant to BTS's responsibilities in determin-

ing the data needs, compiling and analyzing information, and establishing a long-term data collection program.

My experience in building up startup research firms in the private sector and interdisciplinary university centers has given me, I believe, the ability to identify positive sum cooperative strategies in turf conscious environments. Such strategies should aid me in internal coordination with the Department of Transportation's other statistical programs and external coordination with other Federal statistical agencies.

Overall, Senator, I will bring to my job a strong conviction that sound decisions can only be made if we provide policymakers with a comprehensive, high-quality, unbiased knowledge base. The knowledge base consists of data and analytical methods that require long leadtimes to plan, acquire, and disseminate. I believe that BTS should therefore have an anticipatory stance, sensitive to emerging policy issues and planning for and acquiring the necessary statistics to support future decisions. The Bureau's capabilities have become more robust in this area as we have more frequent interactions with the Congress, with the Department, and with the broad transportation community of users.

Finally, I am personally committed to maximizing the accessibility and understandability of transportation data and analysis at the least possible cost, not only to Government users but also to industry, public interest groups, media, and the public. BTS has already removed many technological barriers toward access, and I shall support further democratization of data access.

Senator, I look forward to tackling the challenges ahead, and I stand ready to answer your questions.

[The prepared statement, biographical data, and questions and answers of Mr. Lakshmanan follow:]

PREPARED STATEMENT OF T.R. LAKSHMANAN

Mr. Chairman, members of the committee: let me begin by saying how honored I feel for this opportunity to appear before you. I hope this is just the first of many appearances before your committee.

My objective for BTS is to develop the knowledge base to support transportation policy makers and executives in making and implementing the strategic choices which will shape a future transportation system capable of providing safe, efficient, environmentally sound mobility services in a global economy. To create and sustain such a knowledge base, BTS will provide an annual report to the Congress on the nature and the quality of transportation services and the impacts of the national transportation system on productivity, economic growth, energy use and environmental quality. Further, BTS will compile, analyze, and make accessible to the transportation community and the public intermodal transportation data bases as needed, enhance the quality and effectiveness of the statistical programs of the U.S. Department of Transportation through research, development of guidelines and the promotion of improvements in data acquisition and use.

I bring to this task considerable experience gained in the private research sector and in academia in the development and use of decision information systems relevant to mathematical modeling, and transportation policy analysis and planning.

In the past three decades, I have been engaged in the development and application of policy models for helping to assess three kinds of transportation policies. First, in the early and mid 1960's during my stay at Alan M. Voorhees and Associates, then a major center for U.S. innovation in new methods of urban transportation planning, I developed a variety of models such as the Market Potential Model which were eventually applied extensively in urban land use and transportation studies not only in the U.S. but also in Europe, Australia, and Japan. At this time I also had the opportunity to assist decision makers in large metropolitan areas such as Detroit, Baltimore, and St. Louis in the analysis and institution building associated with decisions on infrastructure investments necessary for suburban

expansion. Later in the decade, as a Corporate Vice President of CONSAD Research Corporation, I was engaged by the U.S. Department of Commerce to analyze and assess policies of investment in road, rail and air transportation which could relieve anticipated future (year 2000 and beyond) congestion in the Boston-Washington corridor. The common thread of these two broad programs is the removal of congestion and gridlock and the provision of increased mobility to an expanding American economy. We need to build on and expand on this type of knowledge base now in order to support the strategic choices which would yield seamless intermodal transportation services in the context of a competitive world economy and a sound environment as required by ISTEA and the Clean Air Act Amendments.

Second, I have carried out a number of studies to analyze the contributions which infrastructure including transportation make to economic productivity and growth in general and in particular in lagging regions such as Appalachia, Puerto Rico etc. President Clinton and Secretary Peña emphasize the role of targeted infrastructure not only to spur the ongoing recovery of the economy, but also to create many high-skill jobs which will improve our position in the global economic system. My familiarity and participation in these areas of research are relevant to the development of measures of productivity in various transportation sectors and the contribution of transportation to overall economic development.

Third, I designed and developed with others over several years for the U.S. Environmental Protection Agency, and later for the U.S. Department of Energy, a large-scale policy model to capture the complex interactions between U.S. economic activities including transportation, energy demand and supply, and the quality of air, water and land. The model, called the Strategic Environmental Assessment System (SEAS) model was used between 1973 and 1981 for assessing a variety of U.S. policies such as President Carter's Energy Plan, The Annual Cost of Clean Air Report, Transportation Energy Conservation Network, Integrated Technology Assessment etc.

Since countries such as Japan and Netherlands built upon the SEAS model American experience in their policy modeling and analyses, I had the opportunity to learn from my interactions with foreign policy modelers and decision makers about the complex interdependencies between transportation, economy, environment and public policy in different institutional environments. Such experiences plus my academic visits to international institutes such as The International Institute for Applied Systems Analysis (IIASA), Austria and different U.N. Centers have provided me an international perspective of the qualitative and quantitative links between transportation and the socioeconomic and ecological aspects of affluent industrialized societies much as the U.S. I believe I can bring this international learning to my job at BTS in order to develop various measures of and collect data on performance of the U.S. transportation system and its impacts on economy, safety, energy use, the environment, and the quality of life.

Overall, I shall bring to my job a strong conviction that sound decisions on the future national transportation system can be made only if we provide the decision makers and program executives comprehensive analyses and statistics on the transportation system. In other words, we need not only to know about the type and location of multimodal facilities and vehicles but also: How well does this system perform in terms of access to different groups, cost, safety, personal security, timeliness, reliability etc? How does the transportation impact upon other valued goals such as economic growth, and national security? How is it likely to affect energy use, oil impact dependency or air quality? Answers to these types of questions will provide the knowledge base necessary for the systematic and disciplined approach to program design and evaluation which Vice President Gore's National Performance Review has endorsed.

I believe that we must go further. Globalization of the economy, the ongoing technical changes leading to a knowledge intensive society, and deregulation of the major transportation sectors are dramatically altering the context in which the transportation sectors and the U.S. Department of transportation operate today. Seamless intermodal travel is increasing rapidly as passengers and freight shippers seek the most efficient, safest, and the most reliable combination of transport modes. Strategic transportation decisions made in this context will not only affect the nature and types of transportation services but also influence our national economy, global competitiveness and quality of life.

I look forward to working closely with the knowledgeable and dedicated professionals in the Bureau of Transportation Statistics and my fellow administrators in US DOT to support Secretary Peña and President Clinton in their fundamental objectives to improve the mobility of U.S. producers and consumers, the national economy and the quality of life. I look forward to working with Congress in serving the American people in this position of public trust.

I shall be delighted to answer any questions you may have.

BIOGRAPHICAL DATA

Name: Lakshmanan, Tiruvarur R.; address: 83 Condy Road, Peterborough, NH 03458; business address: Boston University, Center for Energy and Environmental Studies, 675 Commonwealth Avenue, Boston, MA 02215.

Position to which nominated: Director, Bureau of Transportation Statistics; date of nomination: November 20, 1993.

Date of birth: May 28, 1932; place of birth: Madras, India.

Marital status: Married; full name of spouse: Prof. Lata Chatterjee Lakshmanan; names and ages of children: Dr. Srobona Chatterjee, 29; and Miss Indira Lakshmanan, 26.

Education: University of Madras, 1947–52, BSC Honors, 1952; University of Madras, 1953, MA, 1953; and Ohio State University, 1960–65, Ph.D., 1965.

Employment: 1952–54, Lecturer, Vivekananda College, University of Madras, India; 1954–57, Senior Lecturer, Vivekananda College, University of Madras, India; 1957–60, Field Officer, National Atlas Organization, Ministry of Scientific Research, Government of India; June 1962, Teaching Assistant and Research Assistant, Ohio State University; June 1962–Sept. 1966, Urban and Transportation Analyst, Alan M. Voohees and Associates, McLean, Virginia, developed urban land use models including the Retail Market Potential Model, participated in the design and establishment of Metropolitan Land Use and Transportation Studies in Baltimore, Connecticut, St. Louis, Detroit, and Caracas, Venezuela; 1966–67, Lecturer, Department of Geography, The Johns Hopkins University; 1967–73, Adjunct Professor, Department of Geography, University of Pittsburgh; Oct. 1966–June 1973, Corporate Vice President, CONSAD Research Corporation, Pittsburgh, Pennsylvania, and Director of Research on Urban, Transportation Economic and Environmental Affairs, overall corporate responsibility for marketing, directed an interdisciplinary professionals-geographers, economics, urban and transportation planners, engineers and systems analysis—engaged in contract research in urban and transportation analysis, regional economic development, environmental-economic analysis and urban public policy; June 1973–Sept. 1978, Professor of Geography and Environmental Engineering, and Program Coordinator for Environmental and Urbanization Policy Studies, Center for Metropolitan Planning and Research, The Johns Hopkins University; 1976–77, Visiting Professor, Department of International Economics, School for Advanced International Studies (SAIS), The Johns Hopkins University, Washington, D.C.; Aug. 1977–Aug. 1978, Research Fellow, Netherlands Institute for Advanced Study in the Humanities and Social Sciences, Wassenaar, Netherlands; 1978–87, Professor and Chairperson, Department of Geography, Boston University; Nov. 1979–present, Director, Center for Energy and Environmental Studies, Boston University; 1982–83, Visiting Scholar, International Institute for Applied Systems Analysis (IIASA), Laxenburg, Austria, Winter and Summer; 1984–85, Visiting Fellow, Clare Hall, Cambridge University, Cambridge, U.K.; 1992–spring and summer, Visiting Scholar, Massachusetts Institute of Technology, Cambridge Center for International Studies; 1992–fall, Visiting Scholar, The Institute for Futures Studies Stockholm, Sweden; and 1988–present, Editor, *Annals of Regional Science*.

Government experience: Chairperson, National Academy of Engineering (Transportation Research Board) Special Panel on "Transportation and Economic Growth," Washington, DC, 1989–90; and Member, U.S. Department of Housing and Urban Development Review Panel on "Forrester's Urban Dynamics Model," 1971.

Political affiliations: Registered and voted Democratic since 1972.

Memberships: Association of American Geographers; Regional Science Association International; Past President, New England Regional Science Association; Member, Western Regional Science Association; and Member, American Economic Association.

Honors and awards: Research Fellow, Netherlands Institute for Advanced Study in Humanities and Social Sciences, Wassenaar, Netherlands, 1977–78; Visiting Fellow, Clare Hall College, University of Cambridge, Cambridge, U.K., 1984–85; Elected Life member, Clare Hall University of Cambridge, Cambridge, U.K., 1985; Awarded American Association of Geographers James Anderson medal in Applied Geography, 1989; Visiting Scholar at following institutions, International Institute for Applied Systems Analysis (IIASA), Laxenburg, Austria, 1982–93—winter and summer, Massachusetts Institute of Technology, spring and summer, 1992, and the Institute for Futures Studies, Stockholm—fall, 1992.

Published writings: [A list of books and monographs and journal articles and book chapters may be found in the committee's file.]

PREHEARING QUESTIONS ASKED BY THE MAJORITY AND ANSWERS THERETO BY MR.
LAKSHMANAN

GENERAL

Question. How have your various experiences in data collection and analysis over the past 30 years prepared you for the responsibilities of Director of the Bureau of Transportation Statistics, and how will you utilize this expertise to perform the duties of this position, if confirmed?

Answer. Before I describe my own qualifications, I must congratulate the Congress for specifying in the Intermodal Surface Transportation Efficiency Act that the Director of BTS be a recognized expert in transportation statistics. The Bureau's leadership must be of high technical caliber and be separate from the usual policy environment so that BTS can develop an unbiased, credible knowledge base to support informed decisionmaking throughout the transportation community.

Over the past three decades as an academic and in the private sector, I have developed two types of expertise that serve the BTS mission. These are: substantive expertise in transportation and its consequences, and experience in building new institutions with interdisciplinary missions.

Substantively, I have been an analyst and data user covering three major aspects of transportation policy since receiving my Ph.D. from Ohio State in 1965. First, I have developed a variety of policy models and performed several studies of metropolitan infrastructure needs for places such as Baltimore, Detroit, and St. Louis. I also participated in intercity corridor studies, such as the Northeast Corridor Study of the late 1960s. In these metropolitan and intercity studies, the objectives were to reduce congestion and identify transportation investments that would generate the most economic benefits. Second, I have conducted half a dozen studies of transportation and other infrastructure investments for stimulating economic development and improved productivity for large regions such as Appalachia, the Ozarks, and Puerto Rico. Third, I have developed and applied several policy models at the national scale to understand the relationships between transportation and other economic activity, energy use, and environmental quality. This work has been done for the U.S. under sponsorship of the Department of Energy and the Environmental Protection Agency. My models have been extended and applied to other countries such as Sweden and Japan. My work in these contexts, and my association with the International Institute for Applied Systems Analysis, Austria, have given me an international perspective.

This substantive expertise serves three of the Bureau's six responsibilities. These responsibilities include compiling and analyzing information, establishing a long-term data collection program, and identifying data needs. I approach these responsibilities as an experienced analyst and data user, rather than as a theoretical statistician who may likely emphasize methods more than results.

Perhaps more important to BTS at this stage of its existence, I have experience in building new organizations with interdisciplinary missions. I was one of the original 4 members of Alan Voorhees and Associates, and helped the firm become a major center for innovation in transportation planning methods with more than 125 employees by the time I left. I went on to help build Consad Research Corporation into a major consultant to federal agencies and others. In my academic career, I helped revitalize the Center for Metropolitan Planning and Research at the Johns Hopkins University, and built the Center for Energy and Environmental Studies at Boston University from the ground up.

My experience with institution building serves the remaining three of the Bureau's six responsibilities. These responsibilities include internal coordination within the Department of Transportation to improve the quality and comparability of DOT's statistics, external coordination with other statistical agencies to represent the interests of the transportation community, and the development of understandable, accessible data products for the public.

DATA COLLECTION PROGRAM

Question. How do you envision facilitating an effective, long-term data collection program that compiles, analyzes, and publishes information relating to the performance of the nation's transportation system?

Answer. Overall, I bring to my job a strong conviction that sound decisions on the future of the national transportation system can be made only if we provide decisionmakers and program executives with comprehensive, high-quality, unbiased information. The databases and analytical tools that comprise such information require substantial time, budget, and intellectual capital to develop, generally beyond the horizons of policymakers who must deal with the crisis of the day. Even longer

term policy studies, such as the Highway Cost Allocation Study conducted between 1979 and 1981, usually do not have enough time to develop new data and must depend on existing information.

The challenge for BTS is to anticipate the emerging policy issues and information needs of policymakers today and in the future, and develop the databases and analytical tools that will meet those needs. BTS has already made enormous strides in this direction by initiating the Commodity Flow Survey and the American Travel Survey. These surveys measure the quantity and geography of what is shipped and who travels by all transportation modes and intermodal combinations.

I plan to build upon this initial effort, and protect the independence needed to assure that such data collections and analyses are not biased. The Bureau's independence from policy review was emphasized in the conference report for the Intermodal Surface Transportation Efficiency Act and reaffirmed in a recent letter from Secretary Peña to Senator Moynihan. The Secretary noted that the Bureau's first Transportation Statistics Annual Report was not subject to concurrence by any officer of the Department outside of BTS.

Question. How do you plan to ensure the cooperation of the modal administrations as well as other government data collection agencies in processing transportation information in a cohesive format?

Answer. Congress very wisely mandated that BTS collect information that transcends or falls between the modal administrations while not centralizing data activities of the Department. This mandate has encouraged considerable cooperation between BTS and the rest of the Department.

BTS is already working with the other modal administrations on several initiatives to enhance data collection programs and publish modal data on CD-ROMs. BTS is also working with the modal administrations to integrate data bases on the location, connectivity, and use of transportation networks and terminals to provide inputs to Secretary Peña's identification of a National Transportation System, extending the work of the Federal Highway Administration in identifying a National Highway System.

I should emphasize the BTS only provides input to policy studies. The actual conduct of policy studies is properly vested with the Office of the Secretary and the modal administrations. This supports cooperation by minimizing conflict between BTS and existing policy offices, and assures that the Bureau remains unbiased by policy considerations in the statistics it provides.

Question. What guidelines do you recommend implementing to enable the Bureau of Transportation Statistics to fill any gaps in transportation data processing efforts of, for example, the Bureau of the Census and the Bureau of Labor Statistics?

Answer. BTS must be anticipatory, independent, and cooperative if it is to fill data gaps effectively and efficiently. As described for a previous question, BTS must be anticipatory because the time necessary to fill data gaps typically exceeds the time between the decisionmaker's request for information and his or her need for an answer. Independence is necessary to assure that the data collection is unbiased by political agendas, as noted by the Bureau's Congressional mandate and by the Secretary's support for the Transportation Statistics Annual Report. Cooperation is necessary because BTS needs partners for the larger efforts, and because BTS has no desire to duplicate the efforts of others.

BTS is already cooperating extensively with other statistical agencies, as underscored by its active participation in the informal meetings of heads of statistical agencies hosted each month by the Office of Management and Budget. BTS also participates in the Committee on National Statistics of the National Academy of Sciences. The Bureau's two largest data collection efforts, the Commodity Flow Survey and the American Travel Survey, are joint ventures with the Bureau of the Census, and BTS is initiating a major research initiative with the Bureau of Labor Statistics on measures of productivity in transportation.

DATA QUALITY

Question. What is your overall evaluation of the quality of transportation statistics currently being collected and processed?

Answer. A number of concerns with the quality of transportation statistics were summarized by the National Academy of Sciences in Special Report number 234, Data for Decisions, and reflected in the Congressional mandate for the ISTEA. BTS highlighted these concerns in its first Transportation Statistics Annual Report, and concluded that quality varied significantly among individual programs and subjects. Quality issues will be the focus of a major study for BTS by the National Academy of Sciences, as directed by Section 6008 of the Intermodal Surface Transportation Efficiency Act. I look forward to that study for a definitive and detailed assessment.

Question. Are there any transportation issues currently not being analyzed statistically which you believe should be considered?

Answer. Virtually all transportation issues are being analyzed to some degree, but the extent and depth of statistical analyses obviously varies a great deal from issue to issue. Topics requiring more attention are highlighted by the National Academy of Sciences in Special Report number 234, Data for Decisions. Examples of topics requiring greater scrutiny include the role of U.S. domestic transportation in overall economic productivity and international competitiveness, the impact of transportation on environmental quality, and accessibility of disadvantaged groups to jobs and services.

Question. What type of improvements to the present quality of statistics would you recommend to monitor effectively the nature and performance of the nation's transportation system?

Answer. I expect to build on the outputs of the Commodity Flow Survey, the American Travel Survey, and related initiatives to develop improved measures and enhance our understanding of the performance of the transportation system. I view the performance of the transportation system very broadly to include how well the transportation system serves various types of users, how well the system enhances the productivity and competitiveness of the American economy, and how it advances other goals such as safety, national defense, and environmental quality.

I also expect to initiate efforts to identify quality and comparability problems among the Department's data programs. I suspect that quality problems, once revealed to the Congress and the public, will be the subject of efforts for improvement by those responsible for data collection.

ACCESS TO DATABASES

Question. How would you characterize the current accessibility of transportation policy-making databases to the public as well as to government entities?

Answer. It is clear from the Intermodal Surface Transportation Efficiency Act that Congress sees a need to emphasize data accessibility. I am personally committed to maximizing the availability and understandability of transportation data and analyses to all at the least possible cost to the end user. I believe that the Bureau's customers are not limited to other government agencies, but also include industry, public interest groups, the media, and the public.

I am pleased to report that BTS has already embraced this philosophy with the approval of the American Association of State Highway and Transportation Officials. AASHTO had contracted with the Bureau of the Census to produce special tabulations of journey-to-work statistics for states and metropolitan planning organizations on mainframe computer tape. With AASHTO's blessing, BTS reproduced the data on CD-ROMs and distributed the disks with software to display and extract the data to all interested parties. Now everyone from local governments to environmental protection advocates can access this wealth of information on inexpensive microcomputers. BTS has removed the technological barriers, permitting wider access to the data by a wider range of users. I fully support this approach of BTS to democratize the data so that both decisionmakers and the public can be informed.

Question. Do you have any suggestions on how to create easier access to information in these transportation databases?

Answer. BTS has already made great strides with two technologies. The Bureau has made extensive databases from the Department, as well as the Census data mentioned previously, available to the public on CD-ROM. This technology allows inexpensive distribution of enormous quantities of information in a form that is accessible on inexpensive microcomputers. BTS has also established a toll free 800 number for public inquiries about transportation statistics. The number connects callers to the library at the Volpe National Transportation Systems Center, which answers the inquiries under a contract with BTS.

BTS has also published a directory of transportation data sources, and a list of experts in transportation statistics and their telephone numbers arranged by subject. These publications are excellent guides for the public to transportation databases. I intend for BTS to keep these guides up to date and widely disseminated.

I will also encourage BTS to explore other methods for disseminating data, such as electronic bulletin boards, fax services, and Internet. The Bureau's experiences can then serve as a model to other transportation agencies for the dissemination of information to the public.

ADVISORY COUNCIL

Question. According to our assigned duties as Director, if confirmed, you are to establish an Advisory Council on Transportation Statistics. What type of council members with expertise in transportation statistics and analysis will you likely appoint to further the goals of the Bureau of Transportation Statistics?

Answer. As you know, the Advisory Council on Transportation Statistics has only six members, one of whom must be a statistician and one an economist. I am less concerned with the academic disciplines or credentials of candidates for the Council than with their vision. BTS will not need technical specialists on the Council, since the Bureau will have access to needed expertise through its agency partners and through contractors. Rather, BTS will need individuals on the Council who can help us formulate emerging policy questions, the knowledge base necessary to address those questions, and strategies for the acquisition of relevant information.

As I stated earlier, much of the information required for informed decisionmaking in transportation requires extensive time to develop. For example, the Commodity Flow Survey is consuming 18 months of planning, 12 months of data collection, and more than a year of data processing, quality assurance, and product development. Additional time is needed to develop models and other analytical tools that turn commodity flow data into effective information for decisionmakers. This illustrates the Bureau's need long lead times to develop the knowledge base.

My desire is to recruit members for the Council who can help us pose the policy questions to which our data collection and analysis efforts can be directed. We need the advice of individuals with broad experience as users of information for public decisionmaking, such as the members of the National Academy of Sciences panel that produced Data for Decisions. Such advice will help us develop effective data and tools that will serve to inform decisionmaking throughout the transportation community and the public at large.

Senator BRYAN. Thank you very much for your statement. As I indicated, your full statement will be made a part of the record.

You are going to be in the historical role of being the first Director, so what you do will establish a precedent for your successors who will follow. I think all of us recognize that a good data base is important for sound policymaking decisions, and I guess the only request that I would make in terms of as you approach this is as the Federal Government does so many things there is redundancy and overlap and lots of people seem to be doing the same things.

I do not know enough about the internal operation of the Department to suggest that that will necessarily be true with respect to the Department of Transportation. I would simply indicate that to the extent that there is overlap—everybody is talking about streamlining Government. That has been a part of the Holy Grail here for some time, and I would just hope that to the extent that you see any duplication, other sections that are in effect performing the same thing, that there be some recognition that we could consolidate those functions to streamline so we do not have half-a-dozen different groups all out there providing a little piece of the information data to the policymakers.

Have you had any indication at this point that there is any redundancy or duplication in terms of this data-gathering process that you are going to be heading up?

Mr. LAKSHMANAN. No, I have not had my chance to come across redundancies yet. Indeed, I might say in the area of transportation decisions, as the National Academy of Sciences report indicated some time ago, we have a lot of information in the transportation area relating to the kind of facilities we have. But we really do not have much information on how well the transportation system is performing, what impacts transportation has on other valued goals like competitiveness, environmental quality, and so on.

So, one of my major objectives is to make sure that this kind of information is collected. We make decisions about the kind of information we need and the analytical methods so that we can convert the data into useful information for decisions. Indeed, in the transportation area there has been some data, like on movement of freight and movement of people, that have not been collected for a long time. The Bureau of Transportation Statistics has responded by initiating large-scale surveys about freight movements and passenger movements.

These are examples of surveys for information that are not redundant but will bear directly upon important strategic decisions to be made.

Senator BRYAN. Does the responsibility of your new office also include the data evaluation of the different types of construction strategies of our highway system? Let me be a little bit more specific. There is a good bit of evidence that has been shared in the general press that our friends in Europe build better highways, better highways in the sense of durability—that is, they last a longer period of time and seem to be able to sustain the burden of much heavier loads.

Obviously, that is an enormously important policy decision, if indeed that is correct, as to what is the cost-effectiveness of their own approach to highway construction versus the cost-effectiveness of our approach in this country in which our systems wear out with great frequency and clearly are severely impacted by the load factors of large commercial vehicles, particularly on the interstate freeway system. Is that part of your statistical fact gathering, or is that handled by another agency or Department within DOT?

Mr. LAKSHMANAN. As you are aware, Senator, the ISTEAL legislation that created the Bureau of Transportation Statistics recommended that while the Bureau of Transportation Statistics will take responsibility for improving quality and nature of the data base, BTS will not centralize the Department's programs. The kind of data that you describe I am not familiar with, but I would suspect that is the kind of data that are collected by the Federal Highway Administration.

One of our missions is to improve comparability and quality of such data bases in other parts of DOT, and if I am confirmed I will take it upon myself to investigate this issue further and get back to you on that.

Senator BRYAN. Yes, that is something that is very important with those of us that have had experience at the State level. I mean, the replacement cost is enormous. I must say, living here in the District, there is no question that there is a serious problem in terms of our own local intracity road system where the potholes nearly envelop your automobile on some stretches of the road system.

So, the question really is, I think—of course, we spend a lot of money in terms of building these roads and there is certainly a question in my mind as to whether or not what we are doing in terms of the technology, which is probably essentially what we have been doing for the last 50 or 60 years, is there a better way to make road improvements or to construct them in the first instance and get longer life out of them, because these roads do

break up on a relatively short time. And to the extent that you have got access to that data base and are making some kind of evaluations, I should think that that would be helpful, not only for the Federal Highway Administration but at the State level, as well, the tradeoff being, presumably, is that to build highways the way they build them in Europe is more costly, and yet you presumably get a longer life usage, while it is less costly to build them here but you have to repair or replace, which as you know is very, very expensive. So, that strikes me as being a very, very important piece of information for us to have.

Mr. LAKSHMANAN. I agree with you, Senator. The full life-cycle cost of a highway is what is important. The tradeoff between maintenance and construction costs is always something to be kept in mind.

I am aware of the fact that Transportation Research Board has a number of committees on looking at research on materials, et cetera. The fact of the matter is I am not particularly familiar with this area of transportation, but I will take it upon myself to pursue this matter much further.

Senator BRYAN. Well, I thank you very much and wish you the very best, Dr. Lakshmanan.

Mr. LAKSHMANAN. Thank you.

Senator BRYAN. Thank you for joining us, and this subcommittee will stand adjourned.

[Whereupon, at 11:20 a.m., the hearing was adjourned.]

APPENDIX

PREPARED STATEMENT OF SENATOR ROTH

Mr. Chairman, I would like to express my full support for the nomination of Carrye Burley Brown to be the Administrator of the U.S. Fire Administration. Carrye Brown has over 15 years of top level legislative and oversight experience in fire safety policy. In fact, Mrs. Brown has the enthusiastic support of the Delaware Volunteer Firemen's Association which encompasses all the volunteer fire companies in the State of Delaware.

I hope that her confirmation will move quickly through the Senate so that she can move quickly to pick the most qualified senior level staff to be on her team to manage the important programs at the U.S. Fire Administration.

Thank you, Mr. Chairman.

LETTER FROM JOHN B. MCCABE, M.D., PRESIDENT, AMERICAN COLLEGE OF EMERGENCY PHYSICIANS

MARCH 18, 1994.

The Honorable ERNEST F. HOLLINGS,
U.S. Senate,
Washington, DC 20510

DEAR MR. CHAIRMAN: On behalf of the over 17,500 members of the American College of Emergency Physicians (ACEP) I am writing to support the nomination of Ricardo Martinez, MD, FACEP for the position of Administrator of the National Highway Traffic Safety Administration (NHTSA).

Dr. Martinez has had a distinguished career in emergency medicine and has been an active advocate for injury control efforts. At a time when our nation is facing the hard issues concerning health care reform and moving toward a health system focused on wellness and containing costs, Dr. Martinez has much to contribute to this debate as an expert in injury control.

Like all emergency physicians, Dr. Martinez has seen firsthand the waste of life from preventable injuries. For emergency physicians, the pain of the victims and their families is particularly poignant when the injury could have been prevented. In addition, injuries such as these result in higher costs to taxpayers. Dr. Martinez is acutely aware of the preciousness of our patients' lives and our health resources.

He has been an active member of ACEP and is the Chairman of College's Trauma and Injury Control Committee. As an ACEP member, he has strived to reach out to patients and the public at large to increase awareness of the benefits of safety measures and injury prevention. These efforts have included developing innovative ways of teaching injury prevention to teenagers through high school physics classes.

His long record of achievement in Emergency Medicine speaks for itself. His record of contributing to the community is extensive. His nomination is a natural outgrowth of his efforts to serve the public. Dr. Martinez' enthusiasm, combined with his knowledge of emergency medicine, will provide NHTSA with a valuable perspective toward safety.

I urge you to confirm Dr. Martinez for the position of NHTSA Administrator.

Sincerely,

JOHN B. MCCABE, MD,
President.

LETTER FROM ARTHUR L. KELLERMANN, PH.D., M.P.H., ASSOCIATE PROFESSOR OF EMERGENCY MEDICINE, DEPARTMENT OF SURGERY, SCHOOL OF MEDICINE, DIRECTOR, CENTER FOR INJURY CONTROL, SCHOOL OF PUBLIC HEALTH, EMORY UNIVERSITY

MARCH 9, 1994.

Senator ERNEST F. HOLLINGS,
U.S. Senate,
Washington, DC 20510-6125

DEAR SENATOR HOLLINGS: I am writing to support President Clinton's nomination of Dr. Ricardo Martinez to be administrator of the National Highway Traffic Safety Administration. I have known Dr. Martinez for the past six years. Throughout that time, I have worked hard to convince him to join my program. Four days after he arrived in Atlanta to help me start the Emory Center for Injury Control, President Clinton announced his intention to nominate Ric as Administrator.

I support Ric for the same reasons that I wanted him in Atlanta:

- 1) Ric is one of the nation's leading authorities on the biomechanics of injuries from motor vehicle crashes.
- 2) Ric is one of the nation's leading proponents of trauma care systems development.
- 3) As Associate Director of the trauma service at Stanford, Ric established a reputation as an excellent clinician, particularly in the area of trauma care. Ric is also an expert in emergency medical service systems.
- 4) Ric has done more than any other emergency physician to establish injury control research and program development within the specialty of emergency medicine.
- 5) Ric has worked closely with the automotive industry and understands how to balance business concerns against the concerns of highway safety.
- 6) Ric understands, more than any physician I know, the potential economic impact of injury control as a strategy to lower health care costs.
- 7) Ric is a natural leader with boundless energy, vision, and a deep commitment to public service.

If Dr. Martinez is confirmed, he will be the first physician since Dr. William Haddon to serve as administrator of this agency. Dr. Haddon, more than any other individual, is responsible for the spectacular progress that has been accomplished over the past 25 years in the field of highway safety. Ric Martinez is a fitting successor to the legacy Bill Haddon left at NHTSA. I strongly support his nomination to be its next Administrator.

Sincerely,

ARTHUR L. KELLERMANN, M.D., M.P.H.,
Associate Professor of Emergency Medicine.

JOINT LETTER FROM FREDERICK DENNIS, M.D., FACEP, PRESIDENT, AMERICAN COLLEGE OF EMERGENCY PHYSICIANS, STATE CHAPTER OF CALIFORNIA, INC., AND PATRICIA SALBER, M.D., FACEP, IMMEDIATE PAST PRESIDENT, AMERICAN COLLEGE OF EMERGENCY PHYSICIANS, STATE CHAPTER OF CALIFORNIA, INC.

APRIL 11, 1994.

The Honorable ERNEST F. HOLLINGS,
U.S. Senate,
Washington, DC 20510

DEAR SENATOR HOLLINGS: This is to support the confirmation of Ricardo Martinez, M.D., FACEP, as Director of the National Highway Traffic Safety Administration.

Dr. Martinez was an extremely active member of our organization in California on the issue of injury and trauma prevention, and chaired our Injury Prevention Subcommittee. He is energetic and enthusiastic in his endeavors and we were proud to present him with the inaugural CAI/ACEP Injury Prevention Award in 1993.

Dr. Martinez would undoubtedly be an asset to the National Highway Traffic Safety Administration, and we hope you will confirm his position as Director.

Sincerely,

FREDERICK DENNIS, M.D., FACEP,
President.
PATRICIA SALBER, M.D., FACEP,
Immediate Past President.

LETTER FROM DAVID P. SKLAR, M.D., FACEP, PROFESSOR AND CHAIR, DEPARTMENT
OF EMERGENCY MEDICINE, UNIVERSITY OF NEW MEXICO

Senator ERNEST F. HOLLINGS,
U.S. Senate,
Washington, DC 20510

DEAR SENATOR HOLLINGS: I am happy to strongly support Ricardo Martinez, M.D., for Director of National Highway and Traffic Safety Administration. As President-elect of the organization that represents the researchers and educators of emergency medicine, I recognize the critical importance of strong leadership for NHTSA to address the problems of motor vehicle crashes and motor vehicle related injury through coordination of roadway engineering, vehicle and health care expertise. Dr. Martinez can provide such leadership. He has been an effective and enthusiastic advocate for injury prevention through his innovative proposals to incorporate emergency medical technicians and physicians in community injury prevention programs. He has also been an active board member of the American Association of Automotive Medicine, an organization made up of researchers from many disciplines including engineering, medicine, epidemiology and economics. I have had the opportunity to participate with Dr. Martinez at national conference presentations and have been impressed with his charisma, preparation and originality.

In summary, I strongly recommend Dr. Martinez for the position of Director of National Highway and Traffic Safety Administration. As a practicing emergency physician, researcher and educator, he will bring unique expertise to this position that should allow new and creative approaches to the serious problem of motor vehicle injury.

Sincerely,

DAVID P. SKLAR, M.D., FACEP,
Professor and Chair, Department of Emergency Medicine.

LETTER FROM ROBERT S. HOCKBERGER, M.D., PROFESSOR AND CHAIRMAN, DEPARTMENT
OF EMERGENCY MEDICINE, HARBOR-UCLA MEDICAL CENTER, UNIVERSITY OF
CALIFORNIA, LOS ANGELES

MARCH 23, 1994.

Senator ERNEST F. HOLLINGS,
U.S. Senate,
Washington, DC 20510

DEAR SENATOR HOLLINGS: I am extremely pleased and honored to be asked to support the proposed appointment of Dr. Ricardo Martinez to head the National Highway and Traffic Safety Administration. I was acquainted with Dr. Martinez, both personally and professionally, during his tenure on the faculty of the Department of Emergency Medicine at Stanford University from 1985-1992. He is very personable, extremely hardworking and well-organized, intellectually curious, honest, and totally committed to the areas of traffic safety and trauma prevention.

While at Stanford, he performed research and wrote textbook chapters on the mechanics of blunt injury in motor vehicle accidents and injury control. He was the Associate Director of the Trauma Service at Stanford University Hospital and a member of numerous committees dealing with injury prevention at the local, state and national levels. He became a nationally recognized speaker on various topics related to the biomechanics of injury and even developed his own course entitled "Mechanisms of Blunt Injury in Motor Vehicle Impacts: Patterns and Prevention" that has been given several times at the annual National Scientific Assembly of the American College of Emergency Physicians.

Dr. Martinez left Stanford in 1993 to become the Associate Director of the Center for Injury Control at the Emory University School of Public Health. He is a member of the board of directors for the Association of the Advancement of Automotive Medicine, a member of the board of directors of the American Trauma Society, and chairman of the Trauma Control Committee of the American College of Emergency Physicians. He has continued to develop as a researcher and educator in the realm of injury prevention, particularly as it pertains to the automotive industry.

Dr. Martinez is an excellent emergency physician who is motivated by his first-hand clinical experience in dealing with victims of automobile accidents. He is not only intelligent, he possesses a great deal of common sense. He is not only enthusiastic and hardworking, he is capable engendering enthusiasm and hard work in others. It is difficult for me to image a more qualified candidate to head the Na-

tional Highway and Traffic Safety Administration, or more likely to accomplish more in that position. I enthusiastically support his proposed appointment.

Respectfully,

ROBERT S. HOCKBERGER, M.D.,
*Professor and Chairman, Department of Emergency Medicine,
Harbor-UCLA Medical Center.*

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